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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEKS DAYS.

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.	6:40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.43	7.15
Yaumati	...Dep.	6.49	—	9.20	10.07	12.07	1.23	—	4.42	5.50	7.23
Shatin	...Dep.	7.01	—	9.33	10.19	12.19	1.34	—	4.54	6.02	7.35
Taipo	...Dep.	7.15	—	9.48	10.32	12.32	1.47	—	5.07	6.15	7.48
Taipo Market	Dep.	7.20	—	9.53	10.36	12.36	1.51	—	5.11	6.19	7.53
Fanling	..Dep.	7.30	—	10.05	10.46	12.46	2.01	—	5.21	6.30	8.02
Sheungshui	..Dep.	7.35	—	10.10	10.51	12.51	2.06	—	5.26	6.35	8.07
Shumchun	...Arr.	7.41	8.45	10.16	10.57	12.57	2.12	2.55	5.32	6.41	8.13
Canton	...Arr.	—	11.50	5.38	—	—	—	6.03	—	—	—

		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Canton	...Dep.	—	—	—	8.05	—	—	—	—	8.20
Shumchun	...Dep.	7.18	8.05	10.34	11.09	11.37	2.58	4.41	5.49	6.24
Sheungshui	..Dep.	7.25	8.12	10.41	—	11.44	3.05	4.48	5.56	—
Fanling	...Dep.	7.30	8.16	10.46	—	11.49	3.10	4.52	6.00	—
Taipo Market	Dep.	7.40	8.26	10.56	—	12.00	3.21	5.02	6.10	—
Taipo	...Dep.	7.44	8.31	11.00	—	12.05	3.26	5.07	6.15	—
Shatin	...Dep.	7.57	8.44	11.13	—	12.19	3.39	5.20	6.28	—
Yaumati	...Dep.	8.11	8.56	11.25	—	12.31	3.51	5.32	6.40	—
Kowloon	...Arr.	8.17	9.02	11.31	11.49	12.37	3.57	5.38	6.46	7.04

SUNDAYS AND PUBLIC HOLIDAYS.

		A.M.	A.M.	* A.M.	* A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.	8.40	8.05	8.30	9.04	9.10	10.00	12.00	2.24	2.15	5.18	7.15
Yaumati	...Dep.	8.49	—	—	—	9.20	10.07	12.07	2.31	—	5.25	7.23
Shatin	...Dep.	7.01	—	—	—	9.33	10.19	12.19	2.43	—	5.38	7.35
Taipo	...Dep.	7.15	—	—	—	9.48	10.34	12.32	2.56	—	5.52	7.48
Taipo Market	Dep.	7.20	—	—	—	9.53	10.38	12.36	3.00	—	5.56	7.52
Fanling	...Dep.	7.30	—	—	—	10.05	10.46	12.46	3.10	—	6.07	8.02
Sheungshui	..Dep.	7.35	—	9.07	9.41	10.10	10.51	12.51	3.15	—	6.12	8.07
Shum Chun	..Arr.	7.41	8.45	9.13	9.47	10.16	10.57	12.57	3.21	2.55	6.18	8.13
Canton	...Arr.	—	11.50	—	—	5.38	—	—	—	6.03	—	—

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	* P.M.	P.M.	P.M.
Canton	...Dep.	—	—	8.05	—	—	—	—	—	3.20
Shum Chun	..Dep.	8.05	10.34	11.09	11.37	2.58	5.00	5.34	5.56	6.24
Sheungshui	..Dep.	8.12	10.41	—	11.44	3.05	5.07	5.41	6.03	—
Fanling	...Dep.	8.16	10.46	—	11.49	3.10	5.11	—	6.07	—
Taipo Market	Dep.	8.26	10.56	—	12.00	3.21	5.21	—	6.17	—
Taipo	...Dep.	8.31	11.00	—	12.05	3.26	5.25	—	6.21	—
Shatin	...Dep.	8.45	11.13	—	12.19	3.39	5.38	—	6.34	—
Yaumati	...Dep.	8.57	11.25	—	12.31	3.51	5.50	—	6.46	—
Kowloon	...Arr.	9.03	11.31	11.49	12.37	3.57	5.56	6.17	6.52	7.04

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Our London Letter.

CRIME AND MOTOR-CARS.

WHAT BRITISH POLICE ARE TACKLING.

MOTOR BANDITS AND THEIR METHODS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, December 3rd.

There is no resemblance whatever between the modern criminal and the Bill Sykes type so elaborately pourtrayed by Dickens. The modern enemy of society is nothing if not up-to-date in his methods. A few nights ago thieves entered the premises of a New Bond Street firm of silversmiths, cut open the back of a safe by oxy-acetylene blow apparatus of the latest pattern, helped themselves to valuables worth £7,000, and quietly vanished. The safe was in the shop in full view of the street, and the blind on the window was not drawn. The police would like to know how they did this difficult job with complete success.

Equally clever was a raid on Barkers, the big Kensington stores, this week, when thieves got away with a sackful of jewellery and other goods collected from different departments. Each department is connected with burglar proof doors, and electric burglary alarums are all over the place. But the thieves made no noise, and left at their leisure by lowering themselves from a top-story window by means of the fire hose which they left dangling in the air behind them. Their booty is valued at about £5,000.

There is nothing of the clumsy and ignorant thief in these performances; the robberies are most carefully planned and carried out by men with brains and ability. They have at their disposal fast motor cars with which to get clear away when the job is finished.

A Murder Mystery.

The robberies referred to are merely illustrations of the way London thieves now work in gangs, and are able to get clear away. The motor car has given them a mobility unknown to the old offender, who usually worked alone, and went off with the "swag" on foot. As often as not he walked into the arms of a policeman round the corner. But it is not only the burglars who have set a new problem in crime detection.

About two months ago a police constable was murdered in a lonely road in Essex, and his assailants have not been caught up to the present. There were four men concerned. It is known that they stole a motor car from a doctor's garage in a village, and were driving towards London in the early hours when the policeman stopped them for some reason not at present ascertainable. He was killed and left riddled with bullets on the roadside; and later in the day the stolen motor car was found abandoned in a cul-de-sac at Brixton. The murderers were able to travel into the heart of London and disappear unnoticed before their brutal crime was discovered.

Clearly the increased mobility provided by the motor car to the great advantage of the community is being utilised also by criminals for their evil purposes; and obviously this presents a new problem for which the police forces of the country will have to find a solution.

Tyre Cutting Barriers.

I need scarcely say that the police have been devoting their energies to the problem of the motor car bandits. Their chief difficulty has been to devise some means whereby wrongdoers travelling a great speed could be held up while at the same time honest folk might go about their business or their pleasure with the least possible amount of interference. I hear that one scheme has met with approval, and is to be tried outside London.

Briefly it is this: Two barriers will be used on the roads. One will be erected close to the side on the left-hand close to the kerb and stretch three-quarters of the way across. Another will be erected similarly close to the right-hand side and will also stretch across three-quarters of the way. The two barriers will be separated by some yards, just sufficient to allow

(Continued on next Column.)

a motor to pass slowly in and out between them, describing a course like the letter "S." These barriers will be movable, but for a motorist to charge them will make his capture certain, because they will be so constructed that the tyres of any vehicle rushing them will be cut to pieces by sharp instruments that will form part of the obstructions.

An Exciting Experience.

The success of this means of dealing with motor bandits will depend to a large extent upon early intimation of a crime having been committed. The barriers being movable no flying bandits will be certain that by taking a cross-country route they will avoid them. On many occasions of late policemen have joined hands and stood across a roadway and bandits in a car have charged them at sixty miles an hour, so that the officers have had to leap to one side to save their lives. It will be interesting to await developments when the new scheme described above is in operation.

Channel Islands Income Tax.

There is a flutter of excitement in the Channel Islands at the announcement of the Legislative Assembly, known as the States, that an income tax is to be imposed. Hitherto there has been no income tax, and it has been urged upon the Islanders that they ought to contribute to Imperial taxation. There has been a refusal up to the present, and the paradisaical character of Jersey and the other isles has attracted a considerable number of people who did not mind being called tax-dodgers. This has been more especially the case since the war.

It is stated that the tax will only be sixpence in the pound, at any rate for a start. Something like financial chaos might result if all the rich outsiders who have domiciled themselves in the Channel Islands were to be scared suddenly abroad, or decide that they might as well live in Hampshire or Surrey, but sixpence in the pound seems very little to us mainlanders who are carrying a heavy burden. As incomes under £2,000 will still be exempt there will be no distress to people with small fixed incomes.

—H.B.

FAITH HEALING IN A CHURCH.

EX-MOTOR DEALER'S CLAIMS.

BISHOP APPROVES.

With the approval of the Bishop of Kensington and the rector, the Rev. A. H. M. Hope, faith healing is being practised by a layman in the rustic and secluded church of Perivale, Middlesex, which, although only 11 miles from St. Paul's, has survived in its original mediæval setting in a hamlet of red-tiled farmhouses.

The faith-healer is Mr. Donald A. Munro, who was formerly a motor dealer in West London and afterwards in training for ordination. He states an attack of neurasthenia compelled him to abandon his divinity studies, but while he was ill he became aware of the possibilities of curing by prayer.

Congregations drawn from all parts of London have been attending the monthly Saturday afternoon services in Perivale church, at which Mr. Munro has been demonstrating the power he believes he possesses as a medium for healing.

His Claims.

Instances of complete or partial recovery from serious illness or physical affliction which he claims have occurred in consequence of his ministrations are:

A young woman whose case of tuberculosis in the spine has been given up as hopeless in a Hammersmith hospital. After two days of unconsciousness she was expected to die in a few hours. It is stated she is making splendid progress towards recovery.

A woman whose eyesight had been weak all her life had it restored to her almost immediately and was able to dispense with the use of glasses.

A woman was operated on in a West London nursing home for blood poisoning in different parts of the body and one of her legs was amputated. The doctors declared that nothing could be done to save her life, but after prayer by Mr. Munro and a party of what he called "intercessors," she is, it is stated, in good health.

A youth of 20 who had been mentally afflicted since birth is now stated to be almost normal.

DIARY OF EVENTS.

To-day.

Interport Football Trial, H.K. F.C. ground, Happy Valley, 3.45 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.; Cafe Regent, 5—6.30 p.m.

Hockey: Club 1st XI. v. Queen's Regt., U.S.R.C., 4.45 p.m.

H.K. Rationalist Press Association Monthly Meeting, Lane, Crawford's Restaurant, paper by Mr. J. D. Bush, on "Restriction in modern Times," 5.30 p.m.

Cafe Regent dinner dance, 8 p.m.

Queen's Theatre: "Beau Geste."

World Theatre: "Back to God's Country."

Star Theatre: "The Devil's Cargo."

Principal Mails:—Inward: U.S.A., etc. (*President Jefferson*); Australia, etc. (*Arafura*). Outward: Canada: Canada, America, etc., Europe *via* Vancouver, B.C., and *via* Siberia (*Empress of Russia*), 10 a.m.

Thursday.

Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m., and Lane, Crawford's Restaurant, 4.30—6.30 p.m.

Cafe Regent dinner dance, 8 p.m.

"Ladies' Night" at European Y.M.C.A., Kowloon.

Queen's Theatre: "Beau Geste."

World Theatre: "The Eagle."

Star Theatre: "The Show Off."

Principal Mails:—Inward: Europe *via* Suez (*Malwa*). Outward: Europe *via* Siberia (*Malwa*), 5 p.m.

Friday.

Epiphany. Twelfth Day.

Slight Cold (*Hsiao-han*).

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.; Cafe Regent, 5—6.30 p.m.

Hockey: Club "A" *v.* 5/2 Punjabis, Marina Ground, 5 p.m.

Cafe Regent dinner dance, 8 p.m.

St. George's Society Ball, City Hall, 9 p.m.

Queen's Theatre: "Out all Night."

World Theatre: "The Eagle."

Star Theatre: "The Show Off."

Saturday.

Entries close for Fanling Hunt Steeplechase Meeting, noon.

Golf: Captain's Cup, Fanling.

Annual Children's Sports at Kowloon Cricket Club.

Annual Yuletide Party for Children at Royal Naval Dockyard Recreation Club.

Yachting: 6th Championship Race for racing yachts.

Cricket League:—Division I.: Civil Service C.C. *v.* Royal Navy; R.G.A. *v.* I.R.C. "B"; University *v.* Craigengower C.C. Division II.: *Tamar* *v.* H.K. Electric Co.; Recreio *v.* Royal Engineers; Police R.C. *v.* Kowloon C.C.

Friendly Cricket:—H.K.C.C. *v.* Civil Service C.C.; K.C.C. *v.* Garrison; H.K.C.C. 2nd XI. *v.* Civil Service C.C. 2nd XI.

Football League:—Division I.: Club *v.* Queen's; Police *v.* Chinese Ath.; K.O.S.B. *v.* Kowloon; Air Force *v.* Recreio; South China *v.* Scots Guards. Division II. "A": South China "B" *v.* Kowloon; Royal Artillery *v.* South China "A"; Club *v.* University; Recreio *v.* Chinese Ath.; K.O.S.B. *v.* St. Joseph's. Division II. "B": St. Joseph's *v.* Kung Woo; South China "A" *v.* Kowloon; Chinese Ath. *v.* South China "B"; Scouts *v.* Moslems.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

Cafe Regent and King Edward Hotel dinner dances, 8 p.m.

Hong Kong Boxing Association Tournament, Lee Theatre, 9 p.m.

Queen's Theatre: "Out All Night."

World Theatre: "The Eagle."

Star Theatre: "The Show Off."

Principal Mails:—Outward: Europe *via* Marseilles, etc. (*Morea*), 10.30 a.m.: Europe *via* Siberia (*Cheong Shing*), 5 p.m.; Canada, America, etc., and Europe *via* Victoria, B.C. (*Tyndareus*), 10 a.m.

Sunday.

1st Sunday after Epiphany.

Golf: Captain's Qualifying round Junior Championship.

Yachting: Naval Day.

Theosophical Society: Lecture on "A Spiritual Awakening," by Mr. J. Russell, Lane, Crawford's Restaurant, 6 p.m.

"Cheer O" Y.M.C.A.: Men's Meeting, 7.45 p.m.

Dick Norton and his "Globe Trotters" at the Star Theatre, 9.15 p.m.

Principal Mails:—Inward: U.S.A., etc. (*Taiyo Maru*); U.S.A., Canada, etc. (*President Grant*).

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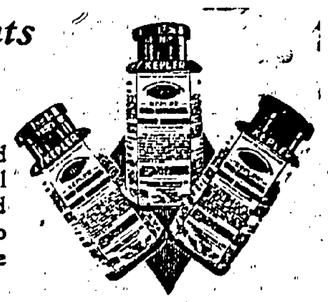

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MORE TROUBLE FOR NANKING.

CHEKIANG WITHHOLDING PROVINCIAL CONTRIBUTIONS AS WELL AS NATIONAL TAXES.

MILITARY LEADERS' PERSONAL AMBITIONS.

[By GEORGE E. SOKOLSKY.]

SHANGHAI, Dec. 29th.

Before this week is passed, the present Nanking Government will have gone out of existence. Dr. C. C. Wu, Minister of Foreign Affairs, Mr. Sun Fo, Minister of Finance and Dr. Wang Chung Hui, Minister of Justice, will cease to function. In fact, there is a tendency among those who now control Nanking to assume that their duties automatically cease on December 31st on legal grounds, as they maintain that the present Central Executive Committee goes out of office on that date in accordance with the Kuomintang constitution.

The underlying reason for the resignation of the present Nanking Government is the declaration of Provincial Financial Independence by Chekiang Province. This province has for some time declined to send any funds to the Nanking Government. But now it is withholding all National taxes as well as provincial contributions. The *coup d'etat* in Canton impaired the Nanking treasury in that it cut off a possible source of revenue. Other provinces are not sending funds. Nanking, to a very large extent, had to depend upon Kiangsu and Chekiang and with Chekiang now not only declining to permit the Ministry of Finance to collect funds in the province but actually sending money to those whom Nanking regards as its political opponents, there was little for Mr. Sun Fo to do but to resign.

Mr. Sun's administration of the Ministry of Finance has been subject to considerable criticism. The opium and tobacco taxes, in particular, have been badly managed and the Nanking Government has not had sufficient funds for its armies. The ability of any Minister of Finance to remain in power is largely dependent upon his handling of the military funds. For, we are living in a strictly militaristic age, whether it be North or South China.

Probable New Ministers.

The Nanking Government came into existence, it will be remembered in April under the leadership of General Chiang Kai Shek. It was reorganized in August after General Chiang Kai Shek resigned. The new Nanking Government which it is expected will come into office during the second week of January will be headed by General Chiang Kai Shek. The Minister of Finance will undoubtedly be Mr. T. V. Soong and it is generally accepted that the Minister of Foreign Affairs will be Mr. Huang Fu, formerly Mayor of Greater Shanghai. Mr. Huang is not a registered member of the Kuomintang but he is a partisan of Marshal Feng Yu Hsiang and it is to be assumed that his presence in the new Government is a definite pledge of Marshal Feng's support. Mr. Wang Pei Chun, the present Minister of Communications, will probably remain at his post. He is related to General Ho Ying Ching, commander of the 1st Army and perhaps the chief military prop of General Chiang Kai Shek.

The new Government will not assume office until after the meeting of the 4th Plenary Session of the Central Executive Committee some time next week. This session will not be attended by a full Central Executive Committee because the party has so split up since the election of this committee in January 1926. Of the 36 members, it is only expected now that 22 will be present. To have a quorum, 19 are necessary. Both sides have been jockeying over this small margin: one side to insure a quorum: the other to prevent it. The order of the Nanking Government to arrest Mr. Wang Ching Wei and to place the six semi-Communists under surveillance probably gave them a lead on the 4th Plenary Session, but now that General Chiang has invited the six semi-Communists to return, it is probable that there will be a quorum and that the session will be favourably disposed to General Chiang Kai Shek, who will thus be able to establish a Government under his leadership.

Relationships Not Clear.

The relationships between General Chiang Kai Shek and the Kwangsi militarists, upon which must depend the success or failure of the new Government, are not altogether clear. Apparently, the Kwangsi generals have determined to place few obstacles in the path of General Chiang at this time and it is likely that he may have their votes in the 4th Plenary Session. At the same time, they are carving out an empire for themselves in Hupeh, Hunan, Kwangsi and Kwangtung and it is not at all certain what they will do after they have definitely succeeded in their current military plans. If they support General Chiang, the new Nanking Government will have fairly easy sailing for some time to come. If they adopt a policy of passivity toward it, Nanking will then be little more than it has generally been; a Government of Kiangsu and Chekiang, a central clearing house for Kuomintang affairs and the focus for a genuine Nationalist Government whenever such can be established.

General Chiang Kai Shek and Marshal Feng Yu Hsiang are undoubtedly supporting each other at the present time. Some of Marshal Feng's closest lieutenants have been in Shanghai during recent months (including Mrs. Feng Yu Hsiang) and they have throughout supported General Chiang's position in the Kuomintang. If General Chiang has the whole-hearted support of both the Kwangsi and the so-called "Christian" groups, the Nanking Government will be in a powerful position. If, on the other hand, the Kwangsi group should become factious, the presence of General Pei Chung Hsi in Hankow and his newly effected liaison with the former Tang Seng Chi elements would make it necessary for Marshal Feng to reconsider his general attitude toward various individuals in the Party. The political activities of General Pei Chung Hsi in Hankow an Hunan during the next few weeks are crucial in the life of the forthcoming Nanking Government.

An Element Of Danger.

Finally, there is an element of danger to General Chiang Kai Shek and to the Nanking Government in the possibility of a return to positions of authority of those individuals who were responsible for General Chiang's downfall last summer. Although General Chiang gained considerable popularity by his breach with Hankow and won the full financial and moral support of the Shanghai merchant class his personal entourage, particularly in Shanghai, proved too difficult for even the passive mercantile elements of this city to swallow. It will be remembered that we published the doings of the "Shanghai Tammany" of those days and pointed to their activities, particularly with regard to kidnappings as part of Communist suppression. General Chiang Kai Shek may have divorced himself of these individuals who did so much to drag him down last July. Their presence in Shanghai just now is most ominous. If he permits them to resume authority here, his ability to win popular favour for the new Government will be considerably handicapped.—*N.C. Daily News.*

THE CITY OF HEART-BREAKS.

MR. GILBERT FRANKAU ON HOLLYWOOD.

ARTIST TOWN.

Mr. Gilbert Frankau, the novelist, who has just returned to London after two years' absence in the South of France and the United States, spoke to a press representative of the artists' colony near St. Raphael, of which he has been a member.

"I built a house there," he said. "Now the colony is filled with many writers and artists and others, who regard it as the coming Lido. Tennyson Jesse and her husband, Lillah McCarthy, Lady Diana Duff Cooper, Victor Marguerite, Geraldi, the French poet, and Susan Ertz, the novelist, were all there this year. So were the Guitrys and Yvonne Printemps, Lucien Lelong, and Paul Poiret. It is a great sight to see Poiret dressed to go fishing.

"People in England are spoilt and they will not work hard. They do not want to work. In France they do not believe in keeping the unfit. 'Let them starve,' they say, 'if they will not work.'

Hard Workers.

"Americans have an enormous capacity for work that wins my admiration. The hardest-worked people of all there are to be found in Hollywood, but there is little happiness there. Ninety per cent. of the inhabitants are heart-broken. There is less happiness in every square yard in Hollywood than there is in any place in the world.

"If a film star earns £200,000 a year she well deserves it. They were angry with me there because I called it a celluloid city. There is only one genius in Hollywood—Charlie Chaplin. There is nothing that Hollywood would like so much as to come and make films in England. They have made a monster of the film industry, and they do not know how to destroy it."

PRICE CURRENT AND MARKET REPORT.

BY HONG KONG GENERAL CHAMBER OF COMMERCE.

THE FORTNIGHTLY RETURN.

The fortnightly price current and market report, published by the Hong Kong General Chamber of Commerce, dealing with imports, states:—

COTTON PIECE GOODS AND FANCY COTTON GOODS.—Nothing to report. The latest quotations are those of the 28th inst.: Eg. Sakel, 17.70d. Mid. Amer. "Spot" 11.05d.

COTTON YARN.—The low prices ruling for Shanghai Yarn have greatly checked what little demand there might have been for Indian Yarn, with the result that little or practically no business has been done in the latter during the fortnight. Nominal quotations are as follows:—No. 10s. $170/185; No. 12s. $175/185; No. 16s. $185/190; No. 20s. $195/200. Arrivals: 275 bales. Shipments: *Nil* Sales: *Nil.* Unsold stock: 3,500 bales. Bargains: 10,000 bales.

WOOLLENS.—Nothing doing.

METALS.—There have been absolutely no enquiries during the fortnight. The unsatisfactory situation prevailing in Canton following the recent Communist upheaval is still reflecting itself on our market, which remains inactive. Prices generally are unchanged, but they are purely nominal.

FLOUR MARKET REPORT.—Stock: American, 500,000 sacks; Canadian, 160,000 sacks; Australian, 10,000 sacks; total, 670,000 sacks. Market: No change, since our last report. Quotations: American Patent, $4.25 per sack; American Straight, $3.95-4.15 per sack; American Cut off, $3.00-3.20 per sack; Australian No. 1, $3.40 per sack; Canadian Cut off, $2.95-3.00 per sack; Canadian Straight, $2.80-2.95 per sack; Canadian Mixture, $2.80 per sack; Canadian 2nd Clear, $2.75 per sack.

SUGAR.—Market weak.

SALTPETRE.—Stocks: 18,500 bags. Market completely paralysed owing to the unsettled conditions in Canton and neighbouring districts.

SAIGON RICE MARKET.

We have received the following report on the Saigon rice market from the Compagnie de Commerce & de Navigation d'Extrême Orient:

SAIGON, Dec. 29th.

Our market is very quiet with a downward tendency. Inquiry is practically *nil* from Europe as well as from other consuming markets.

The remaining stocks of the last crop are of a rather poor quality on account of the higher percentage of yellow grains.

The total amount of rice exported from January 1st to December 15th, 1927, is 1,416,506.961 tons against 1,333,237.943 tons in 1926.

We quote to-day White Saigon rice No. 1 25 per cent. brokens round grain: Hong Kong $6.25 per picul of 134 lbs. f.o.b. Saigon; 10s. 9d. per cwt. f.o.b. Saigon; Yen 6.80 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted Japan quality: Hong Kong $5.80 per picul of 134 lbs. f.o.b. Saigon; 10s. 0d. per cwt. f.o.b. Saigon; Yen 6.30 per picul of 134 lbs. f.o.b. Saigon.

For January/February shipment.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	RUGBY, Jan. 2nd.
Paris	124
Brussels	34.90
Amsterdam	12.08½
Berlin	20.46
Copenhagen	18.90
Vienna	31.50
Helsingfors	193½
Lisbon	2.7/16
Bucharest	700
Buenos Aires	47⅝
New York	4.88.7/32
Geneva	25.27½
Milan	92.35
Stockholm	18.11
Oslo	18.33
Prague	164½
Madrid	28.45
Athens	365½
Rio	5.29/32
Silver (spot)	26.7/16
Silver (forward)	26⅜

MR. BOBBIE JONES.

ADMIRERS' £10,000 GIFT FOR A HOUSE.

NEW YORK.

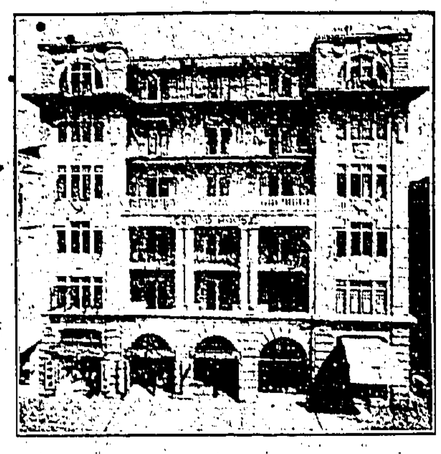
Mr. Bobbie Jones, the open golf champion of Great Britain and the United States, whose golfing prowess is the pride of his home town, Atlanta, Georgia, has been presented with a cheque for £10,000, representing the contributions of 5,000 admirers.

The gift was accompanied by a request that he would co-operate with a committee of his friends in choosing a site and building a home thereon with the proceeds of the cheque.

(Continued at foot of next column.)

"No man," said the chairman of the committee, "will grace this new home better than Bobbie Jones. We ask him to accept it as a substantial token of our regard for the man who carried our banner to the very corners of the earth and brought it back unfurled in victory."

Mr. Bobbie Jones, greatly moved, said: "I shall be more than happy if I can be worthy of this gift."



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Chartered Bank	£21 buy.
Mercantile Bank, A. & B.	£32½ nom.
Do., C.	£14 nom.
P. & O. Bank	£10 nom.
East Asia Bank	$67 buy.
Canton Insurance	$590 buy.
Union Insurance	$297 buy.
North China Ins.	Tls. 143 nom.
Yangtsze Insurance	M. $46½ buy.
China Underwriters	$1½ buy.
China Fire Insurance	$216 nom.
Hong Kong Fire Ins.	$662½ buy.
Douglases	$40½ nom.
Steamboats	$24½ buy
H.K. Tugs	$2.02½ buy.
Indo-Chinas (Pref.)	$30 nom.
Do. (Def.)	$43 nom.
Shell Transports	90/- nom.
Waterboats	$17.10 buy.
Benguets	$2½ nom.
Kailan Mining Ad.	31/6 nom
Langkats (combined)	Tls. 18½ buy.
Do. (single)	Tls. 9½ buy.
S'hai. Explorations	Tls. 2½ buy.
Shanghai Loans	Tls. 6.65 buy.
Raubs	$2½ nom.
Tronoh Mines	£17/6 buy.
H.K. & K. Wharfs	$127½ buy. & sa.
H.K. & W. Docks	$33½ buy.
China Providents	$3.90 buy., 4 sa.
Hongkews	Tls. 158 buy.
New Engineerings	Tls. 5 sel.
Shanghai Docks	Tls. 90 buy.
Ewo Cottons	Tls. 7.20 buy.
Orientals	Tls. 1½ nom
Shanghai Cottons (old)	Tls. 48½ buy.
Do. (new)	Tls. 22½ buy.
H.K. & S. Hotels	$7½ buy.
H.K. Lands	$65 buy.
Shanghai Lands	Tls. 124 buy
Humphreys Estates	$14.35 buy., 14½ sa.
Hong Kong Realties	$7.30 nom.
H.K. Territorials	$1½ nom.
H.K. Tramways	$22½ buy.
Peak Trams (old)	$14 sel.
Do. (new)	$7 sel.
Star Ferries	$58 buy.
China Lights (comb.)	$12/1.10 buy.
Do. (old)	$9½ buy.
Do. (new)	$6½ buy.
H.K. Electrics	$80 buy.
Macao Electrics	$44 buy.
Telephones	$3.90 nom.
China Buses	Tls. 6½ nom.
Singapore Tractions	11/9 buy.
China Sugars	$9 buy.
Malabon Sugars	$30 nom.
Canton Ices	$2½ buy.
Cements (combined)	$7.70 buy., 7.90 sa.
Do. (old)	$6½ buy.
Do. (new)	$0.80 buy.
H.K. Ropes (old)	$5.35 buy.
Do. (new)	$0.50 nom.
United Asbestos	$10 sel.
Dairy Farms	$15½ buy.
Watsons	$11 nom.
Dor A Wings	$6 sel.
Lane Crawfords	$2.80 buy.
Mackintoshs	$22 sel.
Sinceres	$7½ buy.
Wm. Powells	$3 buy.
H.K. Amusements	$22 buy.
H.K. Constructions	$1½ sel.
B'que. Indus. G. Bonds	58½ buy.
H.K. Govt. Loans	4% buy.

buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal.

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THE LANGUAGE BARRIER OF THE FAR EAST.

[By JAMES RELSE.]

Good relations between two countries depend to a large extent on the familiarity of the nationals of the one with the language of the other.

Many a taipan may be heard boasting that he has been 30 years in the country and scarcely knows two words of the language.

The Singapore Base and the disorders in China have naturally attracted a certain amount of attention on the part of the general public to the problems of the Far East. It will, therefore, be of interest to examine the conditions under which our relations with Japan and China are carried on, and the difficulties to be contended with in the successful maintenance of those relations.

Direct contact between nations is the outcome of intercourse between two classes of people: the official class, and that section of the public which, for reasons of business or pleasure, is enabled to travel or reside in other countries. Both classes have at all times to contend with the barrier of language, and are therefore fully alive to the difficulties which this barrier presents.

It is no exaggeration to state that the good relations between two countries depend to a large extent on the familiarity of the nationals of the one with the language of the other. Various factors come into consideration—the influences of climate, race, and tradition; but in civilised nations all these are embodied and expressed in the language, so that by the mastery of a foreign tongue the thinking man is probing deeply into the fundamental life of the nation whose language he learns.

It may seem unnecessary to stress this point, but so little importance do we attach to foreign languages, in fact, that except in the East, where a knowledge of the language of the country is a *sine qua non*, we do not even insist that our diplomatists and consuls should learn the languages of the countries to which they are accredited. For, while the language barrier of the East is the most insurmountable, a barrier exists to some extent in every country, and, to a lesser degree, gives rise to the same difficulties.

While the literature on the Far East is now fairly extensive, very few Englishmen to-day take any interest in it, and the ignorance of the average person on problems which indirectly concern him closely is lamentable. At a time when the adverse balance of trade and the lack of foreign markets give cause for great anxiety, the importance of our relations, both political and economic, with China and Japan cannot be overestimated. There are at this moment problems confronting the British Empire in China and Japan which call urgently for a closer understanding of the nations with which we have to deal. Yet the number of people who have a really intimate acquaintance with the psychology, the viewpoint, and the aspirations of these nations, may almost be reckoned on the fingers of both hands. For an intimate acquaintance involves a knowledge of their languages, and it is generally admitted that there is no language harder to learn than Japanese or Chinese.

A Three Years' Job.

The reader may well ask at this stage what amount of study is necessary to acquire a knowledge of Japanese or Chinese.

While in most European languages the written or literary language is different from the spoken, a knowledge of one is generally sufficient to enable one to understand, if not to use, the other. But in Japanese and Chinese the written language has become so utterly dissociated from the spoken that an entirely separate study of the two must be undertaken. No fewer than three thousand ideographs must be mastered in either language before any useful knowledge of the written language is acquired, and in Japanese there is the additional task of learning the various readings of individual ideographs, and of memorising the two syllabaries with which the Japanese supplement their use of the Chinese character. To complicate matters the number of text-books in English on these subjects is still limited, though the student of to-day is very much better off in that respect than his predecessor of fifty years ago. The spoken language can be acquired only by residence in these countries, by constant and arduous practice in conversation, and close attention to the available text-books on the vernacular. Naturally the progress of the student will vary according to his ability and application, but in neither China nor Japan is it possible to obtain a really useful knowledge of the spoken and written languages in less than three years. Nor may the student flatter himself that at the end of three years he is a master of either language.

Thus, before we can obtain an insight into the character of the Chinaman or the Japanese, we find barring the way the practically insuperable barrier of language. Let us see what efforts are made to overcome this difficulty by the two sections of the British public which come into contact with these two eastern nations.

In the British Consular Services in China and Japan a study of the language is compulsory, and a standard equal to that outlined above is required from all members. That this renders them very valuable to their country and quite indispensable in the performance of certain duties goes without saying. Owing to the present system of frequent transfers, similar qualifications are not required from members of the Diplomatic Service, whose usefulness in these countries is therefore somewhat restricted, a special Consular Staff having to be maintained at our missions in Peking and Tokio to overcome the language difficulty and to act in an advisory capacity on all matters which require a knowledge of the customs, habits, and psychology of the people. The Admiralty, the War Office, and, recently, we believe, the Air Ministry, send out a certain number of officers as language students for periods of three years, but as the majority of them then return to the performance of their normal duties, and have little or no opportunity of keeping up their knowledge, their usefulness after a short time is also somewhat doubtful. Nevertheless the reader will admit that the British Government apparently appreciates the language difficulty and the necessity of overcoming it, and while its efforts to do so are capable of improvement, every credit must be given for what has already been accomplished in the training of officials.

The missionary is invariably required to study the language of his particular field, and, as he usually devotes the whole of his life to work in that field, he attains, as a rule, a very fair standard in both spoken and written languages, which is undoubtedly of the greatest assistance to him in his work. With the scope of that work we are not at the moment concerned. Suffice it to say that, with a knowledge of their language, and a deep interest in and sympathy for the people among whom he works, the missionary may prove, if he wishes, an invaluable factor in the improvement of relations between our country and the nations of the East, though his functions are primarily neither political nor economic.

The Foreigners' Attitude.

Though international relations, good, bad, or indifferent, depend largely upon commerce, it cannot be said that the business section of the British communities in China and Japan makes any great attempt to overcome the language barrier. Many a *taipan* (head of a firm) may be heard boasting that he has been thirty years in the country and scarcely knows two words of the language, that in his opinion it is not necessary, and if anyone must learn a foreign language, let the native do it. Juniors coming out from England are not as a rule given any encouragement to study Japanese or Chinese and most of them, echoing their seniors, will tell you that they get on very well without it. It is true that they do manage to transact business quite successfully, because they are clear in their own minds as to what they want, and through an interpreter usually manage to get it. But the fact that they are moderately successful now is no proof that they would not be infinitely more so if they were acquainted with the language, and with the psychology of the people which such knowledge would reveal to them.

An interpreter, in any case, is at all times a doubtful quantity. The writer has often been present at interviews which necessitated the presence of an interpreter, and has been amused at the frequent and extraordinary misunderstandings which arise owing to faulty *viva voce* translations.

But the business man in the East—more so in China and less so in Japan—is a law unto himself. He mixes only with his fellow-countrymen, and with the Oriental not at all, except in the transaction of business. Thus, as a rule, he is intolerant of the Oriental point of view, and being intolerant, makes no effort to understand it. He would probably be far more successful and, incidentally, give far less cause for international misunderstanding if he followed the example of the government official and the missionary and made some effort to acquire a knowledge of the language and psychology of the people with whom he has to deal.

We have so far dealt with the attempts made by British subjects to overcome the language barrier. Let us now examine the efforts made by the Japanese and Chinese towards the same end.

There is no doubt that in both China and Japan every endeavour is being made to overcome the language difficulty by obtaining a thorough knowledge of English. English, being the language of commerce and, at the present day, largely the language of diplomacy, is much more extensively studied than any other European language. But the results are still insignificant.

Hong Kong University.

The Chinese is by nature a good linguist, and those who, in mission schools, the University of Hong Kong, and the few Chinese institutions which provide adequate instruction in this respect, make a study of English are by no means unsuccessful in their efforts. A number of Chinese students also go to America for study, and return quite proficient in English. But compared to the total population of China they are but a drop in the ocean, and there are millions upon millions of Chinese who have not the remotest acquaintance with any European language, and are not likely in the near future to have either the opportunity or the inclination for such study.

The Japanese, on the other hand, is a bad linguist. His efforts to overcome the language barrier are far greater and more organised, yet the results are almost lamentable. English is compulsory from primary schools upwards. Unfortunately it is taught in the early stages by Japanese teachers, whose accent and pronunciation are, as a rule, so bad that by the time the student reaches higher grades, where he comes under the instruction of Englishmen or Americans, his faults are ineradicable.

It is clear, then, that while both East and West have, to some extent, appreciated the difficulties to which the barrier of language gives rise, and made some effort to overcome them, there is still no common ground where we may approach one another. Whether we attempt to use our Chinese or Japanese as an imperfect medium of intercourse, or whether the Oriental makes use of English, the shortcomings on either side are so great that we are still unable to obtain a perfect understanding. In the realm of international relations the consequences of this *impasse* are really serious. In China we are, as a rule, compelled to use the language of the country in our official dealings, which makes the discussion of delicate negotiations a task of immense difficulty. In Japan both English and Japanese are the official media. But while a written document in either country can be wrestled with, and obscure passages eventually elucidated, the possibilities of misunderstanding in the case of conversation are considerable. A Japanese Foreign Minister, for instance, is expected to conduct his interviews with British or American Ambassadors in English, thus placing himself at an immense disadvantage, and momentarily running the grave risk of being misunderstood on matters of the greatest international importance.

What conclusions are we to derive from this examination of the language barrier between East and West and its effect upon international relations? They are two. Firstly, a general high standard of proficiency in the languages of the Far East must be exacted from everyone who, by the nature of his occupation, comes into contact with these countries. Secondly, we look to that far greater section of the British public which plays the part of onlooker and critic, to study Eastern problems with greater sympathy, understanding, and tolerance, in view of the immense difficulties which beset those whose direct concern they are.—*Chambers Journal.*

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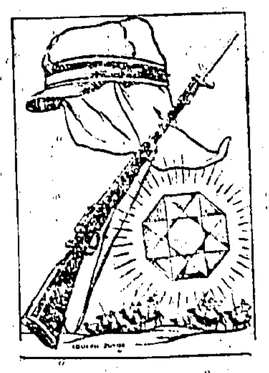

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[ORDERS BY THE HON. MR. E. D. C. WOLFE, CAPTAIN SUPERINTENDENT OF POLICE.]

Training: Part I.

All members of the Police Reserve who have not yet passed out as efficient in Part I. will parade at the Central Police Station for Squad Drill and Rifle Exercises under Sergeant R. J. Hunt on Thursday, January 5th, and Tuesday, January 10th. Fall in on each evening at 5.30 p.m. sharp.

Police Training School.

The classes for instruction in Part II. of training course under Inspector H. J. Paterson at the Police Training School will be resumed on Thursday, January 5th, at 5.30 p.m. sharp and will be continued every Tuesday and Thursday until further notice.

Flying Squad.

The weekly instructional patrol of the Hong Kong section on Thursday, January 5th, will start from the Central Police Station as usual at 5.15 p.m. sharp. Dress: Khaki.

(Sgd.) C. B. HARTFORD, D.S.P. (R.),
Adjutant.
Hong Kong, January 3rd, 1928.

EX-KAISER EXCISED.

FROM PLAY THAT PRESENTS HIM AS A BLOCKHEAD.

BERLIN.

The part of the ex-Kaiser has been cut out of the play entitled "Rasputin," which is being acted at the Berlin Theatre.

The members of the court before which the ex-Kaiser's petition to restrain the management of the theatre from presenting him on the stage came, visited the theatre, and stated in their judgment that the ex-Emperor Francis Joseph is made to appear as an idiot, the ex-Emperor Nicholas as a blockhead, and that the petitioner is presented in the same manner. For this reason, they grant his petition.

The management, which has had a huge advertisement for this poor play from the ex-Kaiser's action, is going to carry the dispute to a higher court. As it is, at the moment when the ex-Kaiser should appear on the stage the actor performing that rôle assures the public that the author's presentation of the three emperors is based on historical facts.

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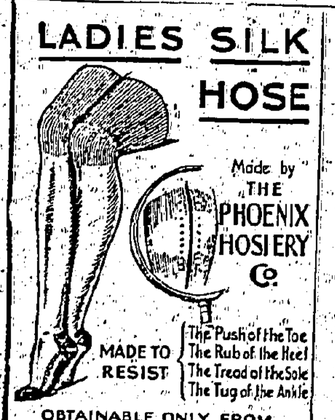

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HONG KONG.

CHINA'S RELIGIOUS CHAOS.

CHANG TSO LIN STANDS FOR CONFUCIANISM.

OLD FAITHS DYING?

PEKING, Dec. 17th.

The fight between religious Fundamentalism and Modernism has reached China and Generalissimo Chang Tso Lin is personally directing a vigorous campaign for the revival of Confucianism, writes Mr. William R. Kuhns the *United Press* correspondent. He has resumed the practice followed by the emperors of taking a prominent part in ceremonies honouring the Philosopher's memory.

He has ordered officials of the Peking Government to do the same thing and to use their influence for the preservation of the ancient moral code. Chinese modernists, represented chiefly by the student classes, are planning to resist what they regard as an attempt to re-saddle China with an outworn imperialist religion.

"Hopeless State."

The first result of the fight has been to disclose the almost hopeless state of all religion in China. Not only Confucianism, but Buddhism, Taoism, Mohammedanism, Lamaism and Christianity were found to have decayed to a point where they entered hardly at all into the life of the nation. Ancestor worship is still the universal religion and forms the basis of whatever there is of Buddhism, Confucianism and even Christianity. The veneration of ancestors seems to be instinctive in most Chinese regardless of the special rite under which they choose to carry out this form of worship.

Return To Monarchy?

The modernists believe that Generalissimo Chang Tso Lin's campaign on behalf of Confucianism savors too strongly of a return to the monarchy and they oppose it chiefly on the ground that it is reactionary and possibly part of a plan to establish another Manchurian Dynasty. Confucianism has never been a religion of the Chinese masses. The traditional practice was for the emperors to offer sacrifices in the Confucian temples on behalf of the nation. These temples were scattered throughout China but sacrifices were almost invariably supervised by officials or intellectual leaders. The Confucian philosophy, consisting of ideals and rules for moral conduct, permeates the whole population but the rites are simple and have never had a popular appeal.

Ritual Without Faith.

Buddhism, Taoism, Mohammedanism and to a lesser extent Christianity have always filled whatever demand there was in China for ritual worship, without any corresponding requirement of faith. All of these religions are in the process of dying out, according to every indication, and the vast majority of Chinese have fallen back on very old superstitions or the simpler forms of ancestor worship. An official of the Peking Government summarized the present outlook by pointing out that the fundamentalism of Chang Tso Lin contemplates the popularization of Confucianism, as the first step in restoring unity of tradition in China and finally, political unity and a strong Central Government.

Taoist Dead, Buddhism In Decline.

Taoism is virtually dead. It has become a polytheistic mixture of demonology and witchcraft, although it is based on an attractive philosophical theory. Taoist temples are now centred chiefly in a small section of Shantung, they are crumbling, dirty, uncared for and deserted except at one or two seasons when they are still the centres for certain rites.

Buddhism, centring in Tibet, is also degenerating until it is hardly recognizable as a religion in many parts of China. It has borrowed many deities, representing natural forces, from Taoism, in order to keep pilgrims coming to the temples and in many cases Chinese Buddhism is not distinguishable from Taoism. The present ruler

(*Continued at foot of next column.*)

of the Chinese Buddhists is a Tibetan known as the Delai Lama. He is about 52 years of age.

Mohammedanism is the religion of less than 20,000,000 Chinese, and the rites bear little resemblance to the ordinary customs of Mohammedans in the rest of Asia and Africa. A few Chinese still make the pilgrimage to Mecca but their number is negligible.

NATIONALISTS AND OPIUM.

NANKING AND CHEKIANG DIFFER.

Ever since the Nationalist Government was inaugurated in the new capital, the question of the centralization of authority or otherwise has been the principal point of contention between Nanking and other provincial governments. Among the problems that raise this point of contention, one of the most important is perhaps that of opium suppression.

Opium Policy Of Nanking.

The first step the Nanking Government took to solve the opium problem in China is the proclamation of a set of provisional regulations, which unfortunately gave room for unscrupulous drug traffickers to undermine the sincerity of the Government. Consequently, the Nanking Government abolished the provisional regulations and closed up the opium tenders that frustrated the Government's plan of effective suppression. A new set of regulations were proclaimed. While efforts were made to discourage opium smoking as much as possible, the desire to derive a sufficient revenue both for the carrying out of the suppression policy and other expenses of the Government, however, was equally strong. The situation would seem to show that the Government could not do otherwise.

Chekiang's Different Policy.

The Government of Chekiang province, on the other hand, thinks it wise to adopt a different policy. Chekiang leaders such as Dr. Ma Ing Chu, Chen Yuang Fang in a dinner party held in the Navy Y.M.C.A. last Saturday told the staff of the National Anti-Opium Association and other local leaders that Chekiang was evidently in a comparatively better position so far as finance and political stability is concerned and thus should adopt a stricter policy for the suppression of opium. They contended that the work of opium suppression should be done entirely by the Civil Department of the Provincial Government and not by the Ministry of Finance direct, and that the end of the policy should be to eradicate opium and not to raise revenue. According to the vernacular press, definite action has been taken by the Committee of the Chekiang Government, and a new commissioner of opium suppression bureau has been named. The new policy seems to have been well underway, though the actual date of its inauguration has not been known. The Nanking Government, however, insists that Chekiang is not yet ready to make this departure.

The National Anti-Opium Body.

The National Anti-Opium Association of China, being a people's organization, has very little interest in the game of politics except when the cause of the anti-opium movement is at stake. In such cases of contention between two authorities, the Association cannot but hold an impartial attitude. While the intentions of the Chekiang Government seem more to correspond with what the people desire the Association is aware of the fact that complete prohibition of opium is possible only when the Central Government is able to adopt a unified policy for all provinces, although allowances have always to be made for local conditions. To achieve this end, the Association is reported to have submitted a recommendation to the Nanking Government for the organization of a Central Opium Prohibition Committee to study the problem and to make plans for the whole country, so that this important work will not be under the sole charge of a few narrow minded politicians and that differences between the Central and the Provincial Governments will be reduced to zero.

ROUND THE POLICE COURTS.

A DEMENTED PRISONER.

ASSAULTS EUROPEAN SERGEANT IN CHARGE ROOM.

Among cases which came before the local police courts yesterday was one in which a plea of insanity was put forward in connection with a charge brought against a young Chinese son of a local merchant, of resisting a search by a police picket.

The case was heard in Mr. R. E. Lindsell's court, and W. Hosack, Esq., was for the defence.

Mr. Lo stated that defendant had been pronounced insane, and was not responsible for his actions when he was searched by the police. Evidence of insanity was produced by Mr. Lo, including a certificate from Professor Anderson to the effect that Defendant was suffering from dementia and was not responsible for his actions.

Proceeding, Mr. Lo said that in between these fits of insanity, the defendant suffered from melancholia. When searched by the Indian constables, he did not realise what he was doing. He was frightened and struggled so strenuously that he broke his watch and spectacles.

His Worship examined the certificate produced from Professor Anderson, and asked Inspector Murphy what he thought of the case.

Inspector Murphy said he had no reason to disagree with the medical view. As a matter of fact, the defendant's actions while in police custody struck him as unusual. Defendant struck a European Sergeant whilst in the charge room, and this action appeared to witness as being "extraordinarily unusual."

Mr. Lo said defendant was very sorry for what he had done, and had asked him (Mr. Lo) to express his sincere apologies.

His Worship thereupon discharged the defendant.

STOWAWAY CASE DISMISSED.

An unusual stowaway case was heard before Mr. W. Schofield at the Kowloon Magistracy when a Chinese was charged with stowing away on board the s.s. *Benarty* from Singapore.

While admitting that he had arrived in the Colony without a ticket, defendant said that he had fallen asleep while working on the ship, and it left port before he was awakened. Evidence was given by Mr. W. Munro, second engineer of the ship, that defendant was found in the coal bunker on the morning of December 25th, the day after the vessel left Singapore.

Replying to His Worship, witness said the defendant was practically a prisoner in the bunker. He could not have got out of the bunker until the coal had "sunk." It was quite possible that he had gone to sleep, and witness had been told by a Chinese coal trimmer that groans had been heard coming from the bunker. Search was then made, with the result that defendant was discovered.

His Worship decided he could not convict on this evidence. Defendant was ordered to be sent to the S.C.A., as the ship will not call at Hong Kong on its return trip to Singapore.

TRESPASS AT THE PEAK.

Charged before Mr. R. E. Lindsell with trespassing at No. 174, The Peak, a Chinese was fined $5, it being stated that there was no allegation that defendant was there for an unlawful purpose, as he was known to the gardener of the house.

RETURNED FROM BANISHMENT.

Two Chinese were each sentenced to ten months' hard labour by Mr. W. Schofield, at the Kowloon Magistracy, for returning from banishment before the expiration of their respective terms. One of the defendants was ordered to receive fifteen strokes of the birch, while the other man was ordered twenty strokes in addition to the term of imprisonment, his record showing previous convictions against the Banishment Ordinance.

TOUTING FOR MOTOR-CAR HIRE.

Charged at the Central Magistracy with touting for motor-car hire, a Chinese was fined $10. It was stated by an Indian constable that defendant approached a party of three at Des Voeux Road and solicited the hire of a car which was left in a side-street. When he saw the constable he ran away and tried to hide in a ricksha.

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MANILA JEWEL HAUL.

PLEAS FOR LOAN OF FAMILY TREASURES.

COMMISSIONER'S ADOPTED SON DETAINED.

December 28th.

A "burglary" of Resident Commissioner Gabaldon's Manila home at California and Colorado saves netted a haul of P.85,000 in jewelry, it became known this noon. The story was carefully guarded by members of the Gabaldon family until this morning. Investigation by the Secret Service of the alleged "burglary" which took place sometime between December 17th and December 26th, led to the detention of Cayetano B. Garcia, adopted son of Commissioner Gabaldon, and a newly admitted member of the Philippine Bar.

Garcia was taken to the Secret Service Headquarters to-day and under a grilling gave out certain information which the authorities believe will lead to the discovery of the jewelry cache within a few hours.

With an escort of detectives, Garcia was motored to a town in Nueva Ecija this noon and officials are confident that the party will return with the entire loot.

Mrs. Isauro Gabaldon, through whose efforts the investigation was started refused to comment on the case. It was learned, however, from other sources that the jewelry was missed after continual pleadings by Garcia to be allowed to wear some of the valuable rings.

It is reported that Garcia, after his admission to the bar, asked to be allowed the use of the family jewels. The fact that he was "grown-up now" and a full-fledged lawyer was used in support of his pleas.

The jewels, consisting of many valuable diamond set rings, bracelets, etc., included two magnificent diamond solitaires. On the day after Christmas, the case was opened and the loss discovered.

BUDDHIST TEMPLE FOR LONDON.

CALL FOR MISSION EFFORTS.

TOKYO, Dec. 15th.

An appeal to the Buddhists of Japan to assist the Buddhists of Ceylon in raising a fund of ten thousand pounds to establish a Buddhist temple and Buddhist centre in London is being circulated by The Anagarika Dharmapala of Ceylon. He is head of the Maha Bodhi Society, a missionary body intent upon making the doctrine of Buddha known in the west.

While the Japanese missions have established Buddhist temples in America, they have not given any attention to England, Dharmapala points out, although "England is spending millions to spread the Semetic religion throughout the world," and "the Bishop of London, who visited Korea and Japan last year, expects that Japan will become Christian." It should be the duty of Buddhists everywhere, he believes, to send return missionaries back to England and America, because "Europe and America need this sublime ethic of pity and self-abnegation."

Moreover, Dharmapala believes the English people should not be permitted to look upon Buddhists as heathens without having their ignorance rebuked. "The millions of Christians in England have not the least idea about the sublime truths taught by the Lord Buddha," he says. "To them, everyone who is not a Christian is a heathen, a pagan, a barbarian. Buddhists of Japan, the opportunity is come to you."

SHANGHAI ROBBER GANGS.

FIVE SENTENCED TO DEATH.

LONG SENTENCES FOR EXTORTION.

SHANGHAI, December 30th.

In the Provisional Court yesterday Judge Wan, with whom sat Mr. C. E. Whitamore, Senior Consul's Deputy, established a record in passing the death sentence, when he ordered that five members of a gang should be handed over to the Chinese authorities to be executed. This number was exceeded by the old Mixed Court officials, but during the year that the Provincial Court has functioned, it has not been equalled. Several of the gang had committed three crimes, the punishment for each of which is death.

The immediate charge of which they were found guilty referred to their murder of Mr. S. H. Hardoon's shroff, the attempted murder of two watchmen, and the theft of $2,000 on September 20th, 1927. At previous hearings evidence had been given by eye-witnesses to the murder and statements of the men were presented to the Court by Detective-Inspector Conduit, who conducted the prosecution. Detectives attached to Louza Police Station arrested the gang on October 2nd, within a week from the time they committed the murder.

The Provisional Court at that time ordered their remand. Further investigations showed that between August 11th and October 2nd, they had taken part in 17 crimes of violence, the proceeds of which amounted to $15,000.

Wealthy And Well Armed.

In prosecuting the men, Inspector Conduit pointed out that the gang were wealthy, and had informers who led them to houses where large sums of money and jewellery were kept. The Court also ordered the confiscation of a pistol, 99 rounds of ammunition, and about $370 which were found when the gang were arrested.

In this connection it is interesting to note that there are 40 men in the Municipal Gaol, awaiting execution.

12 Years Sentences.

The Provisional Court yesterday also sentenced four men to 12 years' imprisonment each, on charges of extortion, they having demanded $50,000 from a wealthy Chinese. Detectives from Louza Station, commanded by Detective-Inspector Conduit, arrested them on October 5th. They were remanded for investigation, and sentence was passed yesterday. The charges against two members of the gang were dismissed.—*N.-C. Daily News.*

A NEAT THEFT.

COTTON MERCHANT'S *FOKI* TRICKED.

A report has been made to the police by the Manager, of the On Hing shop, No. 182, Wellington Street, that nine bundles of cotton, valued at $72 have been stolen by means of a trick.

A Chinese, representing himself as a *foki* of the Chun Chun shop, of 214, Des Voeux Road Central, went to the shop and ordered ten bundles of cotton. He said that the goods would be paid for on delivery at the Chun Chun shop.

A *foki* was sent with the customer but, on the way, the customer examined the goods and found fault with one bundle which he said was slightly damaged. He told the *foki* to return to the shop and have it changed.

The *foki*, not wishing to carry the whole of the ten bundles all the way back to the shop, took the damaged bundle back and left the other nine in the custody of the alleged "customer."

When he returned, the man had disappeared.

LI TSAI HSIN LEAVES FOR CANTON?

YESTERDAY'S INFORMAL VISIT TO H.E. THE GOVERNOR.

THE SITUATION IN THE EAST RIVER DISTRICT.

WHERE THE FUTURE OF CANTON WILL BE DECIDED.

General Li Tsai Hsin spent yesterday in Hong Kong. He arrived here by the French M.S. *Andre Lebon* accompanied by several important officials. The present Government of Canton was expecting him here and a representative awaited the Kwangsi leader.

In the course of the day General Li Tsai Hsin made a personal visit to H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) at Government House being introduced by the Hon. Sir Shou Son Chow and the Hon. Mr. R. H. Kotewall, C.M.G. The interview lasted about an hour.

Six cabins were booked by the party on board the *Futsham* which was due to leave at midnight last night. Some doubt was expressed in Chinese circles as to whether General Li would not remain a few days in Hong Kong. In view of the situation in Kwangtung, and the urgent call sent him from Canton it is probable that he was among the party leaving.

General Li Tsai Hsin has expressed his determination to deal forcibly with the "Reds" and also to conduct a vigorous campaign against the Ironsides. He adheres to his old policy of an alliance with Kwangsi but a break with the Northern expedition and the promotion of peace in South China.

THE CONTENDING FORCES.

The position in Kwangtung is resolving itself into the old struggle between the Kwangsi "moderates" and the left wing of the Kuomintang, now represented as regards fighting forces by the 4th Army (Ironsides) under Chang Fat Fui. These number about 25,000 well trained and well equipped men, whose war chest has been replenished from the Canton Government coffers. The Kwangsi forces number about 20,000 but they are nothing like so well trained and supplied. An important factor is the Fukien Army of some 10,000 men under Cheng Ming Shu now in the East River district.

Chiang Kai Shek is supposed to be behind the 4th Army, and Chen was one of his former supporters. He is, however, nominally on the side of Li Tsai Tsin, and it remains to be seen which cause he will espouse. With him the Kwangsi position will be precarious. There are further rumours of an advance of Yunnanese troops under Fan Shek Shang, who is of notoriously extremist, if not Communist sympathies, and will certainly be opposed to the Kwangsi group. Wang Ching Wei, Chiang's political ally, is said to be in Indo-China closely watching the course of events.

The success or failure of the 4th Army remains the crux of the matter. If they can beat the Kwangsi forces they are free to march into Canton. If they continue their present retreat they may join the remnants of Tang Seng Chi's army in Hunan.

THE MILITARY POSITION.

[FROM OUR CHINESE CORRESPONDENT.]

Among the military leaders now in Canton are General Wong Shiu Hung and General Chan Cheong Po, who will be entrusted with the difficult campaign against the 4th Army Corps (Ironsides) in the East River districts. General Li Tsai Hsin does not want to be driven out of Canton a second time, and he is not expected to return until more or less assured that his position will be safe. His followers in Canton feel quite confident that they are here for good, but supporters of Wang Ching Wei and Chiang Kai Shek, are spreading a report that a Yunnanese army favourable to the Wang-Chiang party is to march into Kwangsi in order to attack the Kwangsi clique at base. The Kwangsi clique discounts the report as sheer propaganda.

The struggle now beginning in the East River district will decide who are to be the future rulers of Canton. The civilian population is indifferent as to which of the militarists will succeed, but they are in very real fear of another, more successful uprising of the "Reds." If the 4th Army Corps defeat the Kwangsi, forces the present garrison may march out leaving the field clear for the Reds. The 4th Army has retired in good order and has at its disposal the rolling stock and locomotives of the Chinese Section of the Canton-Kowloon Railway.

The Kwangtung Section of the Canton-Hankow Railway will not run beyond Sunkai Station for the time being, and this order is being differently interpreted. Possibly the Canton Government does not want to see more troops from Shiukwan, where General Fan Shek Shang has concentrated part of his 16th Army Corps; or more likely the 7th Army (Kwangsi troops) is in need of rolling stock.

Official organs in Canton publish the name of General Li Tsai Hsin as commander-in-chief of the 8th Route Army with General Chen Ming Shu as commander of the East and General Wong Shiu Hung of the West Districts. Those three are now the chief commands in Kwangtung Province. Rumour has it that General Chen Ming Shu will take over the 4th Army from Chang Fat Fui and Wong Kie Cheung.

The small river flotilla of the Canton Army, which made itself scarce during the interval between the departure of the Kwangtung troops, and the arrival of the Kwangsi forces has now returned to Canton Harbour.

QUIET IN THE CITY.

So far Canton City itself is quiet, although not much business is being done. Small shops in order to supply the daily necessities of the community, have been made to remain open, but only for a few hours each day. The Authorities are trying to persuade all the shops to open, but so far without much success.

Canton's newspaper reading public in these days depend mainly on Hong Kong Chinese papers for information on Canton affairs. Hong Kong papers being larger and better informed, nor are they under the same censorship. A paper officially excluded from Canton, published at 5 cents will fetch 90 cents.

"Who's man is he," is the question passing every Chinese lip, when mentioning any change in the personnel of Canton administration officers. The last two days have been spent by the leaders in filling the smaller offices with their own followers.

At the request of the Canton Authorities, all large department stores and shops in Canton were to open for business again on January 3rd. They have been closed since the "Red" upheaval on December 11th.

The Canton-Samshui and the Canton-Hankow (Kwangtung Section) Railways resumed part service yesterday.

Two Russians, residing at 25, Lung Hing Lane, Honam, Canton City, are being asked by their landlords to move out. There is nothing against them but this is the typical attitude of Canton towards everyone of that nationality.

The Industrial Union of Canton the other day passed a resolution asking the National Administration in Nanking to demand reparation from the Soviet Government in Moscow for damage done by the "Reds" in Canton." The ground put forward was that the Russians in Canton had incited the uprising.

On account of low water at the entrance of Canton Harbour and in order to meet the tide, river steamers plying between Canton and Hong Kong have to leave earlier in the afternoons than usual.

THE PLIGHT OF THE CENTRAL BANK.

CANTON, January 3rd.

The current topic in Canton to-day is less the military movements in the East River sector than the future of the Central Bank of China. Its notes are greatly depreciated and accepted only because the Authorities are forcing them on the public under threat of punishment.

The Merchants who have been consulted by the Authorities are strongly opposed to the issue of another loan by the party now in power. Every effort in the way of propaganda is being used to prevent further depreciation of the notes of the Bank, and it has even been stated that Mr. Chan Lim Pak, formerly Commandant of the Canton Merchants Volunteers, is willing to assist in floating a $10,000,000 loan. Friends of Mr. Chan said that he had been approached on the subject but they did not believe that Mr. Chan would do anything until he was assured that a government with some chance of holding office had been installed and the people given a share in the government of the country.

In the meantime, Mr. Wong Loong Shang, a former managing director of the Central Bank of China, has resumed his old post: while Mr. Lum Wen Koi will become Commissioner of Finance and Civil Affairs in Canton.

CANTON THROUGH THE CAMERA.

TERRIBLE RECORD OF SUFFERING.

AN APATHETIC COWED PEOPLE.

"Here they are—all dead!
What is the use of being Red?"

That cynical couplet, placarded on a banner hung over the execution ground, where the bodies of over five hundred "Reds" lay in a straggling line, some still writhing in their last agonies, seems typical of the spirit engendered in the Cantonese by their late troubles.

Everywhere in the stricken city, according to the film "Canton Under the Reds," shown at the World Theatre, are placards and banners, Nationalist and Red, side by side. They float over deserted streets whose gutted houses, with piles of debris at their feet, torn papers and bodies littering the pavements, take one back in imagination to Flanders. The Soviet Consulate is plastered with them; a call to arms, instructions as to the method of attack, and no doubt much moral reflection on the righteousness of the cause. Pasted carelessly beside or half over them are the notices of the other side. "An eye for an eye" most of them appear in effect to read.

But that is the talk, the reality is typical of the patient East. Loitering figures, here and there small crowds gathered round the spots where the fighting was most bitter, or round the execution field, regard dead foes and the destruction of their own homes with the same apathetic curiosity. The film shows that already some small attempt at reconstruction has been made; bamboo scaffolding has risen round some of the badly damaged houses, and looted shops, where windows and doors were destroyed by the pillaging reds, have been roughly barricaded with the same material.

Indifferent To Horrors.

Life goes on rather as though the people of Canton were so used to horrors as to be indifferent to them. Rickshas are plying, burdened with long-coated well-to-do gentlemen, along streets strewn with the broken homes of the people. By the roadside is the mangled corpse of a horse, a little further along a calf lies in the gutter with pitifully moving head. Under the shelter of a doorway crouch an old woman and a party of tattered children, half asleep through cold and hunger.

The Troops.

Down the street march a small body of Nationalist troops, with their curious uniform, rather like that of boy scouts some among them bare-footed others clothed as coolies. Four Russian prisoners, big men in civilian clothes, one looking half mad with fear, the others calm, are being dragged along not too gently, and the usual sightseers follow or turn from the contemplation of the ruins to this other interest. But there is no demonstration joyful or savage such as would be evinced by a Western crowd. They look, point, follow a little way and then drop off, their cursory curiosity satisfied.

Other groups of pleased looking Nationalist soldiers pose in front of the camera, holding out their rifles with fixed bayonets with a cheerful grin. These represent the victors. Their uniforms are neat and they seem fairly well armed, but here and there one is bare-legged, hatless, or in an ordinary jacket. The "Reds" or such as them as have paid their last debt appear to have been a ragged unclothed crowd, many of them quite young lads. They lie there pathetic as slain cattle, until the motor lorry of the burial corps, manned by cheery soldiers of the Nationalist army, passes along and drives off with its load of huddled bodies.

The suffering must be appalling and dead horses are being dragged away by the starving for food. There are motor soup kitchens but the organisation is hurried and unsystematic. A plump little street urchin, grins over a brimming bowl of rice. It is not the hopeless apathetic sufferers who are being reached, but the sightseeing gentlemen in nicely washed suits.

A Pile Of Loot.

Outside one of the big shops is a pile of loot abandoned by "Red" soldiers in the fighting. Who will gather it up? At another street corner a large dump is being made of abandoned or confiscated enemy arms and munitions.

These pictures lack the continuity or the surface drama of a studio made film, but by their very incompleteness they tell a terrible and human story, and no more pathetic record could be compiled of the sorrows of Canton during the last few weeks.

The pictures are being shown at the World Theatre during all this week.

CHINESE WEDDING.

LEE—NGAI.

WHEN EAST AND WEST MEET.

A Chinese wedding celebrated with both Western and Eastern customs was solemnized at No. 3, Lower Castle Road yesterday. The bridegroom was Mr. Lee Shiu Kee and the bride Miss Ngai Ling Chee.

No. 3, Lower Castle Road, the residence of the bridegroom was artistically decorated with bunting and coloured electric lights and the scene was made notable by the beautiful dresses of the Chinese ladies present. No fewer than 30,000 crackers were burnt amid the clashing of cymbals and gongs.

The bridegroom left the house, accompanied by his "best man" (in Western manner) and brought his bride back, in a sedan chair, at about 3.45 p.m.

The bride did not leave her chair until 4.25 p.m. This was in keeping with old Chinese custom. The bridegroom, after bringing the bride back to his door went into the house to receive the congratulations of his many friends, and in obedience to tradition he was not to open the door of the sedan chair until he had paid a forfeit to his friends. After much bantering, which lasted over half an hour, the bridegroom was persuaded to pay a forfeit, whereupon he was allowed to go out and kick, not knock, the door of the bridal chair.

Wine Cups Instead Of A Wedding Ring.

From now on the influence of Western customs on those of ancient China could be seen. The bridegroom led the bride on his arm to the altar, followed by bridesmaids and train bearers. At the altar, according to Chinese custom, the bride bowed to her relatives and intimate friends, and instead of the bride receiving a ring from the bridegroom, the young couple exchanged gold wine cups, from which they had to drink.

Officiating at the ceremony was Dr. Tai Chai Hi.

A Lovely Bridal Dress.

The bride, who is the daughter of Mr. and Mrs. Ngai Bong Ping, was dressed in a Chinese dress of pink silk, embroidered with silver lace and trimmed with pearls. Her train was of pink voile and she carried a bouquet of pink roses and red ribbons. The bridesmaids were the Misses Ngai Sui Lan, and Ngai San Ling (sisters of the bride). The train bearers were the Misses Ng Yan Tak and Ng Sui Chee.

Mr. Ngai Bong Ping, father of the bride, was formerly Police Commissioner of Canton, and the bridegroom is the brother of Mr. Lee Shiu Kai, who was recently married to the eldest daughter of the Hon. Dr. R. H. Kotewall.

After the ceremony, a reception was held in the house. The catering was in the hands of Messrs. Lane, Crawford and the beautiful wedding cake was also made by the same establishment.

The Guests.

Among the guests invited were Sir Shouson Chow, the Hon. Dr. R. H. Kotewall, Generals Li Fuk Lum, Sit Ngok, Chan Cheong Po, Leung Hung Kai, Hung Lork, Ip Kui, Chan Mok, Chung Chan Wa, Wong Keung, Yau Chit, Ngai Tit Ming, Li Man Yan, Ma Yuk Fang, Lau Chun Wan, Chau King Chau, Chung Shiu, Mo Ku, and Lau Chi Luk, Admiral Chiu King Tong, Messrs. Wu Hon Man, Wu Ching Siu, Ng Kwok Ying, Cheung Wai Cheung, and Chau Hing Wan.

Professors J. Anderson, C. Y. Wang, Professor and Mrs. J. L. Shellshear, Mr. and Mrs. J. King, Mr. and Mrs. T. H. King, Rev. Dr. T. W. Pearce, Dr. D. J. Valentine, Mr. J. Barrow, Miss F. C. Woo, Mr. S. Jenyns, Doctors Ma Luk, Ma Chiu Ki, R. J. Wong, Wan Chik Hing, Chan Chik Tin, E. Asger, S. T. Wong, W. T. Cheung, C. W. Ho, M. H. Chan, Kwan Sum Yuen, Chan Kwok Wing, Ho Kam Tong, Mok Kon Sang, Li Po Kwai, Li Yick Mui, Li Yau Chuen, Fung Fuk Tin, Luk Fung Shan, Li Hoi Tung, Leung Pui Kee, Leung Yau Po, B. W. Tape, Hin Shing Lo, Ma Ying Piu, Choi Cheong, Ching Tin Tan, Ma Wing Chan, Cheung Sum Wo, Kau Ying Po, Lo Chung Kai, Woo Tak Saug, Lee Chu Cheung, Lee Yuk Tong, Lui Chung Suin, Lai Hau Yeung, Lai Kwok Lin, Chan Hi Nin, Wong Li Hing, Sun Sing Sam, Ng Bak To, Chung Chum Kai, Lee Bak Hung, Yung Sing Kew, J. F. Grose, H. Q. Hung, Wong Kam Ying, and Wong Man Lam.

To-night a dinner party will be given in honour of the occasion at the Kam Ling Restaurant, West Point.

POLICE AND ROBBERS.

WESTERN MARKET SHOOTING AFFRAY.

ALLEGED GUNMAN CHARGED.

The sequel to the encounter between four gunmen and a police posse at Western Market on December 7th, was heard yesterday when one of the alleged culprits was charged with the murder of two Chinese constables and the wounding of Sergt. T. McMahon and an Indian constable.

It will be remembered that Sergt. McMahon was in charge of a police posse on search duty at about 2.15 a.m. on the morning in question. They came across a gang of four men who were alleged to have robbed a Chinese restaurant. The men were stopped for search, but before the police could close up with them, they opened fire with revolvers, wounding Sergt. McMahon and a Chinese constable. A running fight ensued in the course of which one of the robbers was killed and another wounded. One was caught red-handed and the one who escaped was, according to the police, arrested several days after.

Mr. T. S. Whyte-Smith, Assistant Crown Solicitor, prosecuted, and the defendant was not represented.

Outlining his case, Mr. Whyte-Smith, said, that the posse of police came across the defendant with three others at Wing Lok Street, near the fruit stalls of the Western Market. They were stopped for a search, but before the police could get their men, the accused and his companions opened fire. Sergt. McMahon and a Chinese constable were wounded, but in spite of their wounds, they returned the fire. They shot down one of the robbers and another one was held by two Indian constables.

Fight In The Dark.

The accused then walked away leisurely down Morrison Street towards the Praya. A district watchman on hearing police whistles suspected the defendant, and gave chase. At Bonham Strand Sergt. Flattery joined in the chase. The district watchman then opened fire at the accused. The defendant kept himself in the dark and returned the fire, which he kept up as he ran. At Man Wah Lane, defendant stopped to reload his revolver.

At this stage another Chinese constable joined in the chase, and before the defendant could turn round, the constable (C.62) seized him. The accused, however, turned round and fired point blank at C.62. The bullet, however, hit the constable on the buckle and beyond cutting the tunic, did no damage.

The accused then ran along the Praya, firing as he went, at C.62 who was close at his heels. The defendant then turned into Jubilee Street, where he came across an Indian constable. He fired at the Indian and dropped him with a well aimed shot.

Chinese Searcher Killed.

At this stage Chinese constable 454, also joined in the chase. The accused ran along Queen Victoria Street to the Praya again. And as he was about to head for the Yaumati ferry wharf, two Chinese searchers, although unarmed, pluckily joined in the chase. The defendant fired and Chinese constable C.569 fell, with a bullet in his heart. The wound was a fatal one, and the prisoner was now charged with murder.

The accused then ran along Des Vœux Road Central and into Pottinger Street, and Chinese constable C.66 joined in the chase. then opened fire, but accused replied and wounded him.

Coming to the corner of Chiu Lung Street, accused stopped to re-load. He, however, did not get very far as C.66 and C.454 fired at him. He fell, wounded in two places, five empty cartridges were found in his revolver and on his person ten live rounds.

After medical evidence had been taken. The case was adjourned until January 9th, at 2.15 p.m.

DISTRICT WATCHMEN'S UNIFORM.

A NEW YEAR CHANGE.

A change has been made in the uniform of the District Watchmen attached to the Secretariat for Chinese Affairs.

Their former lukong uniform has now been replaced by a smart dark blue uniform, which became operative from the New Year.

The only noticeable difference between this uniform and that worn by the Chinese police is that the District Watchmen do not have the letters "HKP" on the shoulder and there is no identification number on the collar.

The cap badge of the watchmen shows a difference to that of the police, being a monogram of Chinese characters surmounted by a small Crown and encircled by a laurel wreath.

A small plaque is worn on the right arm, on which the number of each man is given.

UNDOUBTEDLY.

WATER IS THE FINEST DRINK IF TAKEN IN THE

RIGHT SPIRIT.

WHITE HORSE Scotch WHISKY
WHITE HORSE DISTILLERS, LTD., GLASGOW & LONDON

LOCAL AGENTS:

LANE, CRAWFORD, LTD.

THE NAVY'S CHOICE
Coates' ORIGINAL
PLYMOUTH GIN
OBTAINABLE EVERYWHERE.

Excelda Gramophone
The Last Word in Portables.
All Metal, Camera Shaped,
WONDERFUL TONE.
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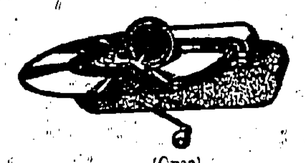

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Anderson Music Co., Ld.

ONOTO INK PENCIL
A pencil that writes with ink for Permanent Pencil Notes.
Ideal for use with coloured inks.
$5.75 each
KELLY & WALSH, LTD.
Stationers. *Chater Road.*

NEW ADVERTISEMENTS.

FANLING HUNT STEEPLE-CHASES.

CHINESE NEW YEAR MEETING:
21st JANUARY, 1928.

DRAFT PROGRAMMES and ENTRY FORMS for the CHINESE NEW YEAR MEETING to be held on JANUARY 21st, 1928 (Weather Permitting), may be obtained from Dr. F. PIERCE GROVE, The Polo Club and Causeway Bay Stables.

Entries CLOSE Before NOON, SATURDAY, 7th JANUARY, 1928. [5734

ROYAL HONG KONG GOLF CLUB.

NOTICE IS HEREBY GIVEN that the following DEBENTURES were DRAWN at the Sanitary Board Room on THURSDAY, the TWENTY-NINTH Day of DECEMBER, 1927:—

Nos.	Nos.	Nos.	Nos.
2	185	401	571
5	187	405	574
7	191	413	578
14	192	425	587
21	195	446	588
25	200	448	589
27	203	122	590
32	204	429	592
34	208	431	595
35	209	433	599
36	211	436	606
39	212	438	611
41	213	441	612
54	214	443	613
56	218	441	615
58	220	452	618
61	228	455	619
64	229	456	620
66	230	460	622
67	233	463	627
68	234	467	629
72	236	473	632
73	239	474	633
74	241	475	634
76	243	478	635
78	258	479	637
79	259	482	640
98	263	483	644
103	265	484	646
105	267	488	647
108	281	490	648
109	282	493	655
113	283	496	657
115	285	499	658
117	286	500	660
124	289	501	663
125	333	505	664
136	336	509	668
139	337	517	673
149	383	519	678
151	384	521	679
152	385	522	680
157	386	524	683
161	388	527	684
173	390	538	685
180	391	540	687
181	392	547	690
182	393	553	692
183	395	557	694
184	398	562	697

Holders of Drawn Debentures who desire to be paid on the 16TH JANUARY, 1928, are requested to inform the SECRETARY on or before SATURDAY, 14TH JANUARY, 1928.

AND NOTICE IS HEREBY GIVEN that DEBENTURES Numbered as above which are Not Cashed on 16th January, 1928, will Cease to bear Interest on 15th July, 1928, and will be Paid on 16TH JULY, 1928.

By Order of the Committee,
E. D. MATTHEWS,
Secretary.
Hong Kong, 31st December, 1927
[5733

HONG KONG TUG & LIGHTER CO., LTD.

TRANSPORT AND BAGGAGE DEPT.

TELEPHONES { C. 781 / C. 3679

FROM JANUARY 4TH, 1928, A LIGHTER will Leave The Kowloon Godown and also Holts' Wharf at 12 NOON DAILY Except SUNDAYS. Cargo in Small or Big Lots will be Accepted for Transport Across the Harbour and Coolies will deliver same; Rates quoted and Contracts made. We will, on reciept of your Bill of Lading, obtain all necessary Endorsements and deliver Goods into your Godown or to Any Place in the Colony. Examination and Delivery of Damaged Goods also carried out.

Personal Baggage Shipped or Landed. Furniture Removed.

SHEWAN, TOMES & CO.,
General Managers.
[5731

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

In the Goods of MARIANO LIMJAP NOLASCO, Late of Manila in the Philippine Islands, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of the provisions of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and Others to send in their Claims against the above Estate to the 31st Day of JANUARY, 1928.

All Creditors and Others are accordingly hereby required to send their Claims to the Undersigned on or before that date.

Dated this 3rd day of January, 1928.

JOHNSON, STOKES & MASTER,
Solicitors for the Administratrix,
Prince's Building,
5728] Hong Kong.

NEW ADVERTISEMENTS.

CONTINENTAL PIECE GOODS.

GERMAN Export Firm, well established in Shanghai and Northern Markets, and having Excellent Connections with LEADING GERMAN AND OTHER CONTINENTAL MANUFACTURERS, wishes to appoint REPRESENTATIVE for Hong Kong and South China. Might possibly combine with English Textile Agent resident at Hong Kong.

Applicants please state full particulars as to previous experience and as to terms expected, to Box H. G. 16277, Ala Haasenstein & Vogler, Hamburg 36.

ENGLISH Firm manufacturing First Class GRAMOPHONE RECORDS, etc., requires English Firm established in Hong Kong, to act as SELLING and DISTRIBUTING AGENTS for Hong Kong and District. Write giving Bank and Two Commercial References also Estimate of Trade to "N. R. S." c/o VICKERS, 24, Austin Friars, London, England.

NOTICE.

FREDERICK ARTHUR POLLOCK and ROBERT GORDON have THIS DAY been Authorised to sign for the Company "Per Procuration."
JARDINE, MATHESON & CO., LTD.
Hong Kong, 1st Jan., 1928. [5721

ST. GEORGE'S BALL.

6TH JANUARY, 1928.

MEMBERS of ST. GEORGES SOCIETY requiring further Tickets for the BALL are Requested to apply to S. T. BUTLIN, c/o Linstead & Davis, on or before the 4TH JANUARY, 1928. [5715

HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING:
13th, 14th, 15th & 18th
FEBRUARY, 1928.

DRAFT Programmes and Entry Forms are Now Ready and may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables. [5653

BY ORDER OF THE FIRST MORTGAGEE.

PUBLIC AUCTION OF THE VALUABLE LEASEHOLD PROPERTY

SITUATE at MONGKOKTSUI in the Dependency of Kowloon and Colony of Hong Kong and registered at the Land Office as THE REMAINING PORTION OF KOWLOON INLAND LOT No. 950, Together with the Messuage or Tenement and other Erections and Buildings thereon now known as No. 415, RECLAMATION STREET:

Area:—712 Square Feet or thereabouts;
Annual Crown Rent:—$6.00;

BY
Mr. E. V. M. R. de SOUSA, Auctioneer,
AT THE
CHINA AUCTION ROOMS,
No. 4, Duddell Street, Victoria, Hong Kong,
ON
WEDNESDAY,
The 4th Day of JANUARY, 1928,
At 3 o'clock p.m.

For further Particulars and Conditions of Sale, Apply to:—

Messrs. GEO. K. HALL BRUTTON & CO.,
First Mortgagee's Solicitors,
St. George's Building, Chater Road, Hong Kong.
Dated the 21st day of December, 1927.
[5680

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION OF THE VALUABLE LEASEHOLD PROPERTY

Situate at SHAUKIWAN ROAD in the Colony of Hong Kong, and registered in the Land Office as INLAND LOT No. 1705, and known as the MING YUEN GARDENS:

Area: 207,900 sq. ft. or thereabouts
Annual Crown Rent: $473.00

BY
Messrs. LAMMERT BROS.,
Auctioneers,
AT Their SALES ROOM,
No. 8A, Duddell Street, Victoria, Hong Kong.
ON
FRIDAY,
The 13th Day of JANUARY, 1928,
At 3 o'clock p.m.

For further Particulars and Conditions of Sale, Apply to:—

Messrs. HASTINGS, DENNYS & BOWLEY,
Mortgagee's Solicitors,
8, Des Voeux Road Central,
OR
Messrs. LAMMERT BROS.,
Auctioneers,
No. 8A, Duddell Street.
[5720

LOST.—1 ZIRCON BROOCH—Pale Blue Stone, Gold Claw Mounting.—Reply: Box 5717, c/o *Hong Kong Daily Press*. [5717

INTIMATIONS.

THE CHINESE ENGINEERING & MINING COMPANY, LTD.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

FIFTEENTH DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned Numbers of Debentures of the total value of £24,000 were drawn on the Second day of November, 1927, at the Offices of the Company, No. 22, Austin Friars, in the City of London, in the presence of Walton Fitzjames Turner, one of the Directors, Alfred William Berry, Secretary of the Company, and Nicasio Robert Jauralde, of 9, Bishopsgate, London, E.C., Notary Public.

The said Debentures will be paid off at Par on the 31st DECEMBER, 1927, at either of the following places:—

In London: At the Transfer Office of the Company, No. 3, London Wall Buildings, E.C.2;

In Brussels: At the Offices of the Local Board, 43, rue Brederode, Brussels;

In China: At the General Offices of the Company, Tientsin.

6 Bonds of £500 Each, Numbered:

91	103	205	230	244	261

70 Bonds of £100 Each, Numbered:

322	326	335	355	419	478
537	572	574	582	601	714
813	965	975	1013	1019	1132
1200	1272	1387	1429	1449	1479
1498	1499	1508	1685	1740	1748
1771	1787	1826	1917	1919	2040
2093	2172	2319	2324	2360	2376
2411	2453	2457	2553	2675	2694
2696	2746	2769	2779	2833	2968
3117	3126	3132	3163	3308	3310
3317	3348	3363	3390	3504	3604
3640	3679	3704	3727		

700 Bonds of £20 Each, Numbered:

3821	3828	3877	3886	3900	3937
3940	3984	4013	4016	4018	4159
4161	4185	4352	4462	4516	4526
4633	4637	4651	4656	4667	4704
4718	4822	4823	4878	4892	4934
4959	5130	5156	5182	5342	5381
5395	5440	5463	5489	5508	5511
5547	5661	5771	5794	5970	6028
6083	6133	6186	6202	6315	6537
6568	6640	6673	6700	6712	6717
6768	6775	6782	6831	6842	6849
6978	7033	7041	7105	7178	7237
7293	7381	7409	7410	7412	7462
7564	7527	7619	7641	7672	7688
7721	7771	7790	7791	7850	7869
7899	8007	8018	8083	8174	8201
8460	8527	8574	8627	8632	8674
8689	8753	8824	8874	9032	9079
9267	9269	9316	9365	9412	9417
9531	9552	9602	9671	9672	9731
9923	10012	10031	10073	10097	10101
10142	10165	10168	10278	10285	10417
10475	10505	10508	10569	10615	10650
10693	10713	10767	10768	10822	10853
10978	11015	11017	11048	11269	11285
11297	11306	11314	11318	11370	11473
11490	11498	11499	11522	11547	11553
11576	11776	11818	11825	11870	11886
11889	11896	11908	11920	12034	12056
12095	12172	12282	12630	12660	12781
12792	12801	12820	12855	12909	12950
12954	12979	13030	13099	13197	13328
13408	13436	13512	13561	13607	13633
13646	13664	13740	13822	13856	14012
14082	14167	14327	14398	14411	14559
14583	14606	14646	14652	14655	14676
14731	14741	14772	14947	14977	15004
15036	15119	15127	15161	15258	15267
15284	15364	15574	15641	15666	15672
15746	15755	15776	15792	15814	15815
15858	16026	16073	16105	16131	16212
16213	16237	16242	16249	16348	16425
16452	16456	16659	16662	16797	16849
16865	16879	16943	16955	16986	17053
17085	17112	17230	17282	17388	17414
17471	17511	17542	17546	17571	17683
17732	17779	17812	17851	17868	17884
17903	17922	17983	18061	18076	18224
18279	18315	18325	18360	18428	18430
18466	18475	18478	18625	18637	18641
18730	18771	18773	18914	19092	19025
19188	19309	19317	19326	19403	19496
19520	19531	19563	19605	19638	19752
19820	19856	20008	20060	20074	20323
20385	20367	20391	20395	20438	20457
20536	20582	20606	20775	20854	20893
20992	21138	21181	21187	21226	21306
21434	21445	21480	21490	21586	21638
21726	21784	21797	21819	21901	21917
21953	22007	22082	22111	22166	22220
22255	22258	22295	22383	22445	22475
22682	22714	22773	22842	22862	22965
23035	23057	23137	23181	23209	23228
23218	23268	23301	23329	23354	23367
23416	23436	23451	23480	23720	23784
23826	23851	23860	23988	23993	24051
24095	24108	24175	24248	24261	24285
24417	24432	24443	24533	24639	24647
24660	24712	24744	24755	24874	25038
25079	25160	25203	25240	25305	25321
25333	25463	25503	25518	25546	25675
25709	25711	25755	25826	25833	25919
25956	25979	26027	26040	26131	26188
26191	26214	26250	26233	26295	26384
26423	26437	26519	26539	26586	26650
26663	26675	26711	26747	26800	26812
26885	26954	27030	27152	27197	27226
27257	27331	27351	27434	27482	27485
27531	27569	27591	27643	27656	27798
27856	27891	27907	28045	28051	28054
28067	28086	28103	28171	28178	28315
28321	28324	28407	28418	28517	28579
28665	28696	28703	28799	28889	28898
28935	29036	29068	29092	29050	29054
29066	29078	29096	29179	29217	29337
29420	29443	29473	29522	29503	29599
29684	29704	29841	29900	30024	30050
30099	30136	30268	30326	30473	30483
30558	30652	30664	30917	30932	31008
31068	31091	31104	31126	31135	31174
31101	31209	31282	31355	31382	31438
31555	31563	31603	31608	31684	31671
31798	31834	31887	32041	32180	32201
32206	32275	32315	32561	32810	32872
32803	32866	32892	32914	32975	33023
33087	33109	33173	33236	33240	33507
33510	33511	33515	33545	33553	33578
33583	33664	33710	33739	33776	33806
33948	33961	33976	33983	34038	34064
34121	34193	34325	34330	34390	34424
34488	34527	34547	34614	34637	34687
34715	34742	34755	34849	34856	34895
35017	35106	35182	35201	35213	35291
35295	35309	35320	35367	35479	35536
35540	35625	35647	35673	35688	35777
35780	35781	35855	35898	35902	35905
36002	36080	36143	36144	36203	36219
36280	36315	36342	36367	36370	36375
36385	36408	36498	36606	36801	36802
36801	36964	36866	36951	36953	37080
37130	37150	37198	37218	37311	37338
37366	37367	37692	37790	37841	37950
37962	38070	38087	38187	38218	38268
38279	38336	38369	38379	38400	38405
38468	38506	38517	38537	38557	38628
38688	38828	38840	39007	39058	39088
39110	39120	39134	39167		

The drawn Debentures, with Coupons Nos. 32 to 40 attached, must be left four clear days for examination.

By Order,
ALFRED W. BERRY,
Secretary.

Countersigned—
N. R. JAURALDE,
Notary Public.

22, Austin Friars, London, E.C.2.
2nd November, 1927.

NOTICE:—The following Debenture Bonds drawn at previous drawings have not yet been redeemed and should be presented for payment without delay:—

£100 Bonds Numbered:—

684	695	2163	2621

£20 Bonds Numbered:—

7486	8349	19747	16781	12673	14179
18897	29417	20772	21579	21593	21609
21613	21631	21635	24227	25865	26382
26720	30028	30031	30882	30758	31650
31695	31696	31700	31709	31715	31744
35354	35360	35378	35388	35397	36044
36054	36074	36080	36096	36769	38825
38830	39342				

[5712

THE CHINESE ENGINEERING & MINING COMPANY, LTD.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of The HALF-YEARLY INTEREST Due on 1st JANUARY, 1928, will be made on presentation of Coupon No. 31 at any of the undermentioned Banks, viz.:—

Hongkong and Shanghai Banking Corporation. Chartered Bank of India, Australia and China.	At Tientsin, Shanghai or Hong Kong.
Banque de l'Indo-Chine.	Tientsin and Hong Kong only.
Banque Belge pour l'Etranger.	Tientsin and Shanghai only.

The Interest, less Income Tax at 4/- in the £, will be:—

	s.	d.
On £20 Debentures: Per Coupon (Gross) ...	12.	0.
Less Tax at 4/- in the £	2.	4. 4/5
Net Amount Payable	9.	7. 1/5
On £100 Debentures: Per Coupon (Gross) .. £3.	0.	0.
Less Tax at 4/- in the £	12.	0.
Net Amount Payable £2.	8.	0.
On £500 Debentures: Per Coupon (Gross) ... £15.	0.	0.
Less Tax at 4/- in the £	3.	0. 0.
Net Amount Payable £12.	0.	0.

Payment will be made in Local Currency at the Demand Buying Rate of Exchange of the Day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
P. C. YOUNG,
5713] General Manager.

THE KOWLOON MOTOR 'BUS CO., LTD.

"SPECIAL" and "FAMILY" MONTHLY TICKETS.

HOLDERS of the above-mentioned Tickets are HEREBY INFORMED that effective JANUARY 1st, 1928, such Tickets will Not be Available.

SPECIAL tickets are those which have hitherto been sold at less than the charge of $5.00 each.

By Order of the Board of Directors,
LAM MING FAN,
Secretary.
Hong Kong, 20th Dec., 1927. [5677

TO LET.

A FLAT in Humphreys Buildings, Kowloon.
Apply to:—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
5617] Alexandra Buildings.

TO LET.—From First February, No. 2, KELLETT HOUSE, Peak, Four Rooms, Flush System, Separate Kitchen, Servants' Quarters. All Modern Conveniences. — Apply: Messrs. DEACONS, Prince's Building. [292

INTIMATIONS.

CIGARETTES DE LUXE

BLUE RING CIGARETTES.

VIRGINIA & TURKISH

Hand made from the Finest Tobaccos procurable.

Supplied to Clubs, Regimental and Naval Messes, Leading Hotels, Ocean Liners and Railway Companies.

"INSTITUTE of HYGIENE,
1922.

This is to certify that the "Ring" Cigarettes of Messrs The Ring Cigarette Co., Ltd., of London, have been passed by the EXAMINING BOARD of the INSTITUTE of HYGIENE as fulfilling the Standard of Merit required by them in evidence of which the Council have affixed the SEAL of the Institute hereon.

Issued this Sixth day of October, 1922.

By Order of the Council.

These High Class Cigarettes are specially manufactured for, and sold only through Leading Wine Merchants.

Sole Agents for Hong Kong and South China:

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.
Established 1841.
Phone C. 616.
[50

FLATS TO LET KOWLOON.

46/52, NATHAN ROAD,
22/28, CARNARVON ROAD
FLATS of TWO or THREE ROOMS.
RENTS—$75 to $100 Per Month.
Modern Sanitation and Servants' Quarters.
Apply to
S. J. DAVID & CO.
DAVID HOUSE.
67/69 DES VOEUX ROAD CENTRAL.

BIRTH.

CLELAND.—At London on December 26th, 1927, to Mr. and Mrs. H. R. Cleland, a daughter. [5729

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, January 4th, 1928.

THE NEW YEAR HONOURS.

No government announcements meet with more criticism than the Honours List. The weightier London newspapers usually proclaim the list safe rather than interesting and remark that political services and commercial enterprise receive ample recognition with the amiable suggestion that other and more admirable endeavours do not. People are pleased to see the personalities they know and like honoured—their favourite author, the popular actor manager, the hero of some episode that has figured large in the press. Popular newspapers exploit these feelings for a few days, but most governments go their way unperturbed and the lists in the main represent reward for years, and often a lifetime, of admirable service.

No criticisms are to be heard of the honours recommended by the Colonial and India Office. Even those least acquainted with the affairs of the Empire realise that these have been well earned. They come slowly and not very surely, and, above all, there is no taint either of commercialism or favouritism. A few years ago, however, when names unknown or familiar only through "big business" made a frequent appearance, the lists generally came under considerable suspicion and a vigorous group of writers took up the supposed evil and declared vociferously that a regular trade in honours had been created, that a tariff had been drawn up—so much for charity, to save face, so much to the "political party chest." If any one believed that this abuse, providing it ever existed, had survived under the present Prime Minister, a glance at yesterday's list should prove reassuring. It is unlikely that either Sir Frederick Lugard or Sir Gerald Strickland has subscribed heavily to party funds. It has always been a custom to bestow peerages on veteran Members of Parliament who wish for the quiet seclusion of "another place" in their declining years, and this custom the Conservative Premier has faithfully followed.

It is difficult to see why criticism should so often be levelled against official recognition being accorded to commercial success. After all, we are a nation of traders and those who can extend British industry and are enterprising in commercial undertakings, usually deserve well of their fellows. Moreover, if we look for precedents the fact emerges that while Richard Whittington, merchant and Lord Mayor of London, was knighted his contemporary Dan Chaucer was not.

The neglect of literature and the arts is a particularly common plaint, but many an author who has in his time made fair game of a Sir Andrew Aguecheek or a Sir George Crofts (In Shaw's "Mrs. Warren") may feel a certain diffidence in himself entering the same order. In fact the common attitude of the "high brow" author is one of not very polite contempt towards that which gives pleasure to the ordinary man. However, the arts in these days are not neglected.

The newer orders, with their various degrees, also afford an opportunity of recognition where more exalted rewards would merely prove an embarrassment. The missionary up the Yangtsze, like Rev. F. Torchen or the merchant service officers, like those of the *Sunning*, who perform deeds of knightly valour probably do not wish for the accolade, but an enrolment in the Most Honourable Order of the British Empire does proclaim the accomplishment of something beyond what it has been the power, or the good fortune, of others to achieve.

LADY CLEMENTI'S INDISPOSITION.

Lady Clementi is still indisposed and, under medical advice, was yesterday removed to the Peak Hospital.

Mr. W. G. Gerrard, Assistant Superintendent of Police, stationed at Taipo, is leaving for Home on holiday by the P. & O. s.s. *Morea* on Saturday.

The fire brigade was called at 2.30 a.m. yesterday morning to a fire at Kwong On Terrace, Stanton Street. A chimney which was alight presented no difficulty to the brigade.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) has kindly consented to distribute the prizes at Queen's College on Friday, January 13th, at 11 a.m.

Holders of Wireless Receiving Station Licences are reminded that their licences for the year 1928 are due for renewal before the 15th instant. The fee is $5 per annum.

Among passengers passing through the Colony from Shanghai was Sir Walter Barrettlot, Bart., who has been serving in Shanghai as a lieutenant of the Coldstream Guards.

It is advertised that Messrs. Frederick Arthur Pollock and Robert Gordon have been authorised to sign for Messrs. Jardine, Matheson & Co., Ltd., "per procuration."

The Fire Brigade received a call at 4.48 p.m. yesterday afternoon to an outbreak of fire at Kennedy Street, Wanchai. The fire was a minor affair and was extinguished within a few minutes.

The weather report of the Royal Observatory gives the rainfall for the year 1927 as 107.86. This is the highest recorded since 1920, when 107.88ins. fell, and is a long way above the average, which is 83.14ins.

Ho Shan Cheung, shop keeper of No. 82, First Street, West Point has made a report to the police alleging that the firm's accountant, named Wong Lee, absconded on December 29th after having collected $160 in behalf of the firm.

The Hong Kong Lodge of the Theosophical Society is resuming its weekly public lectures next Sunday, when Mr. J. Russell will give an address at Messrs. Lane, Crawford's Restaurant, on, "A Spiritual Awakening." The lecture begins at 6 p.m.

In a carnival atmosphere and amid attractive lighting effects the Chief and Engine Room Artificers of the China Squadron held their annual ball last night. There was a splendid attendance and a thoroughly enjoyable time was spent.

The 250 Chinese who were arrested as suspected "Reds" on their arrival in the Colony during the recent trouble at Canton, have all been deported from Hong Kong. They were given choice of destination, and have been dispersed in batches along the coast, the majority preferring to go to Swatow.

Mr. G. M. Shaw, manager of the China Sugar Refinery, of Causeway Bay, has reported to the police an attempt to steal thirty bags of sugar from the refinery on New Year's Eve. The intruders were evidently disturbed as the sugar was only carried to the doors of the godown at East Point. The thirty bags of sugar are valued at $150.

We publish in our advertisement columns a list of the debentures of the Royal Hong Kong Golf Club, which were drawn last Thursday. Holders of drawn debentures who desire to be paid on the 16th January are requested to inform the Secretary on or before Saturday, January 14th. After January 15th the drawn debentures will cease to bear interest.

During the New Year Eve fancy dress dance at the Peak Club, which was attended by over 200 persons, occasion was taken to present Mr. E. B. C. Hornell, of Messrs. Jardine, Matheson & Co., and the Hon. Secretary of the Peak Club for the past four years, with a silver salver, inscribed with 120 signatures. Mr. Hornell, who came to Hong Kong eight years ago, is shortly leaving on transfer to Shanghai, and has now resigned the post of Hon. Secretary of the Club. The presentation was made on behalf of the committee and members by Mr. F. C. Hall, Chairman of the Club, who paid a tribute to Mr. Hornell's services.

THE LATE MR. S. HUDSON'S ESTATE.

Powers of exemplification in connection with the resealing for probate of the will of the late Sydney Hudson, of 15, Chepstowe Street, Manchester and 1, Meads Court, Eastbourne, Sussex, has been granted to the Hon. Mr. W. E. L. Shenton, attorney for the executors, S. T. W. Hudson, son, and Misses A. S. and K. E. Hudson, daughters, to whom all estate is bequeathed with the proviso that adequate steps be taken to ensure the maintenance, etc. of Mrs. M. Hudson, wife of deceased's son, Lynton Hudson. Hong Kong estate amounted to $29,200. There was also estate in England.

WEATHER REPORT.

IMPROVING LATER!

Yesterday's weather report forecast and remarks issued by the Royal Observatory at 6.10 p.m. stated:—

The typhoon is to the N.E. of Hokkaido. Moving N.E.

The anti-cyclone over China is spreading southward. Strong monsoon may be expected along the S.E. coast of China and fresh monsoon over the North China Sea.

Local Forecast:—North winds fresh, overcast, improving later.

MARSHAL CHIANG KAI SHEK NOW AT NANKING.

PREPARING FOR THE FOURTH KUOMINTANG CONFERENCE.

DR. C. C. WU INTERVIEWED.

KUOMINTANG FACTIONS ANGLING FOR MARSHAL FENG YU HSIANG'S SUPPORT.

MARSHAL CHIANG PERSONA NON GRATA WITH THE NANKING FACTION.

Marshal Chiang Kai Shek is now in Nanking paving the way, it is stated, for the Fourth Kuomintang Conference. He appears to have obtained most of his supporters from the "Left Wing" of the Party, whose leader was the notorious Wang Ching Wei, now *en route* to Europe. It is more than ever evident that the Nanking faction is by no means disposed to welcome Marshal Chiang. Evidently both factions are keen to have Marshal Feng Yu Hsiang enrolled under their special banner. At present he is nominally loyal to the Nankingites, but as they appear to be none too sure of him, they have sent a delegation to dissuade him to withstand all blandishments from their rivals. Thus does China's political puzzle become more than ever puzzling.

CHIANG KAI SHEK AGAIN IN HARNESS.

(Wah Tze Yat Pao.)

SHANGHAI, Jan. 3rd.

"Marshal Chiang Kai Shek proceeded to Nanking from Shanghai on the 2nd inst. for the purpose of preparing for the 4th Kuomintang Conference. It is stated that he intends immediately to call a joint conference among the members of the Executive Committee and those of the Court of Impeachment, should the 4th Kuomintang Conference fail.

The "Left Wing" leaders, who include Mrs. Liao Chung Kai, Kan Nai Kwang, Chen Kung Pu and Chen Shiu Jen are now hiding in Marshal Chiang's private residence in Shanghai, awaiting Marshal Chiang's call when they will proceed to Nanking to attend the conference.

ANGLING FOR MARSHAL FENG.

(Wah Tze Yat Pao.)

SHANGHAI, Jan. 3rd.

"General Ho Ying Chin is attempting to win Marshal Feng Yu Hsiang over to Marshal Chiang Kai Shek's side from the Nanking faction, while the latter are also sending a delegation to dissuade Marshal Feng from any such step.

Marshal Chiang's resumption of the post of Commander-in-Chief of the Kuomintang Army may be postponed owing to the Nanking faction's persistent opposition.

DR. C. C. WU'S VIEWS.

(Wah Tze Yat Pao.)

SHANGHAI, Jan. 3rd.

Since retiring from the Nanking Foreign Office, Dr. C. C. Wu has returned to private life in Shanghai. In giving his opinion with regard to the fate of the 4th Kuomintang Conference, he said that primarily the calling of the Conference had no legal basis, in accordance with the Kuomintang Conference, but for the sake of sinking all factional differences Kuomintang members had come to an agreement that means must be taken to constitute a *de jure* Central Government. Hence the proposed Conference.

FIGHT IN CHAPEL.

VOLUNTEER CORPS AND GO ROBBERS.

SHANGHAI, December 30th.

A very serious shooting affair took place in the Ying Hsiang Zang Village in Chapei to the east of Dixwell Road Extension yesterday evening when a gang of some 60 armed robbers clashed with members of the Chinese Merchant Volunteer Corps resulting in the death of one of the latter, and the wounding of three others. Several robbers and six pedestrians were also wounded.

It appears that shortly after 5.30 p.m., two volunteers, as they approached the corner of Lingting and Woohua Roads, were approached by several men who suddenly opened fire. The volunteers were unarmed and the robbers then proceeded to loot the shops in the vicinity. Another volunteer named Kwok Yu Ting saw the affair and opened fire, shooting one of the robbers. The robbers returned fire mortally wounding Kwok. The shots attracted the attention of other volunteers who rushed to the scene and a pitched battle took place. Members of the Tientung Fire Brigade also arrived intending to turn a hose on the robbers but they were fired at and had to retire.

Poor Police Equipment.

The police of the district numbering about 200 could only muster four mausers and four rifles between them (having been deprived of their arms last March) and kept away from the scene. After looting for three quarters of an hour, the robbers made off in a northerly direction.

The volunteers exchanged shots for some 15 minutes but there were no arrests effected. A considerable amount of loot was dropped by the robbers who, however, carried away their wounded. Some two hours later, soldiers arrived and searched the district but were unable to find any trace of the robbers.

Victim An Energetic Recruit.

The deceased volunteer had only been a member of the corps for three days and on his first night of duty succeeded in arresting three armed robbers. It is reported that a letter was received by the officer in command of the Volunteers from the chief robber stating that reprisals would be taken.

(*Continued on next Column.*)

TROUBLE ON IRAQ FRONTIER.

BRUTAL ATTACK ON PEACEFUL SHEPHERDS.

SERIOUS CONSEQUENCES FEARED.

[THROUGH REUTER'S AGENCY.]

BAGDAD, Jan. 3rd.

Throughout the breadth of Iraq there is seething indignation at the atrocities of Faisal-Dawish. Recently he carried out his third ferocious raid in six weeks on an Iraq tribe of harmless shepherds, slaughtering all males including infants and driving off the cattle leaving a miserable remnant of women to die of hunger.

News trickles across the desert too late for effective airforce action. All the nomads are panic-stricken, including the great Anizah tribe, who are scattered along the desert route to Syria.

These raids reveal the weakness of the Ibnsauds *régime*, which apparently is impotent to control its former supporters, and unless immediate punitive measures are devised, serious political consequences in Iraq are feared.

[A Reuter cable of November 25th stated that Faisal-Dawish had concentrated 5,000 troops on the Iraq frontier, following a dispute over the construction of a police post at Nasiriyeh, which Faisal-Dawish's brother attacked on November 14th, killing and wounding 5 policemen and 12 labourers.

British bombing planes were stated to have been closely watching the frontier.]

BRITAIN'S PENSIONS SCHEME.

NEW ACT IN OPERATION.

AFFECTS NEARLY HALF A MILLION PERSONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 3rd.

The final section of the contributory Pensions' Scheme, which was embodied in the 1925 Act, became operative yesterday. Under it 450,000 persons, between the ages of 65 and 70 who have been insured under the National Health Scheme, which covers 15,000,000 weekly wage earners, will be entitled, forthwith to a pension of 10s. weekly, irrespective of any other means they may possess. The benefits also apply to wives of insured persons. Another section of the act which came into operation with the New Year relieves workpeople over 65 years of age from liability to pay contributions under the Health Insurance Scheme but employers are still required to pay their share of the contribution in respect of such workpeople.

"THE DAWN."

ATTEMPT TO ALIGHT NEAR SCHOONER.

A LOUD SPLASH.

[REUTER'S AMERICAN SERVICE.]

PORTLAND (Maine), Jan. 2nd.

The captain of a Nova Scotia schooner, which has just put in here, reveals the probable fate of the Atlantic aeroplane "Dawn."

He says that on the evening of December 23rd, whilst off Cape Cod, he and an officer on watch distinctly heard the muffled roar of an aeroplane engine suddenly grow louder, then a loud splash like a heavy body dropping into the water from a great height.

He adds that it was impossible for anything but a seagoing vessel to live in the then mountainous seas. It is probable that the "Dawn" attempted to alight near the schooner but sank immediately.

THE "RED ROSE."

LEAVES RANGOON FOR SINGAPORE.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 2nd.

The British aeroplane "Red Rose," with Mrs. Keith Miller and Captain Lancaster aboard, left Rangoon to-day for Tavoy and Singapore on a further stage of their flight to Australia. A big crowd gave the fliers an enthusiastic send-off.

BURMESE VILLAGERS ATTACK POLICE.

SEVERAL CASUALTIES IN JUNGLE FIGHT.

VIRAGO KILLED.

[THROUGH REUTER'S AGENCY.]

RANGOON, Jan. 1st.

Villagers attacked a police patrol near Paungde and seriously wounded the station officer of Ilmattaing village. The police finally fired on the mob, and 2 villagers are reported killed and 5 injured. The attack was the outcome of agitation for non-payment of the Capitation tax, in connection with which the police endeavoured to arrest a woman. Order was restored.

RANGOON, Jan. 2nd.

The village mentioned above is large, but is situated in the depth of the jungle some distance from Paungde. The attack was evidently premeditated. The five injured villagers are expected to recover. Among the casualties were three elderly women, the fiercest of whom was killed while attempting to dispatch a policeman who was lying on the ground wounded.

A SECOND DELUGE.

FLOOD HAVOC FOLLOWS THAW IN ENGLAND.

ROADS IMPASSABLE AND HOUSES UNSAFE.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 2nd.

"Rather mild" is now the feature of the weather reports, but "mildness" has taken the form of persistent rain. Snows are rapidly melting with the result that the cool peril threatens to be quite as serious as the snow hold up.

Lakes Formed In Sussex.

The Automobile Association has to-day received reports that roads are flooded throughout the country. Lakes have formed in Sussex and other home counties where the snow has been deepest, and their dimensions are steadily increasing.

Subsidences are reported on some railways, interrupting traffic. Travellers along "sunken roads," which were formerly choked with drifts, are now exposed to the dangers of miniature avalanches from the banks. The Thames is rising rapidly.

The Torrential Thames.

LONDON, Jan. 3rd.

From the moorland stream of Devon to the rivers of South Wales, the Midlands, and the North Country, including the Thames, all waterways within twenty-four hours have become raging torrents, confirming fears of extensive floods. Thousands of acres have been inundated; and houses have had to be hurriedly abandoned, the occupants being rescued with difficulty.

There are several feet of water on the main roads, isolating towns and railway stations. Numerous cattle have been drowned and only trees along the banks indicate the normal course of many rivers.

[BRITISH WIRELESS SERVICE.]

Roads Impassable.

RUGBY, Jan. 2nd.

Floods which are reported from all parts are being regarded by motoring associations as being as bad as the previous snowdrifts. The Royal Automobile Club and the Automobile Association are sending out lists of roads made impassable by water which is 18 inches deep in some cases.

Besides floods additional difficulty is created for road traffic by miniature avalanches which in many places, as a result of the thaw, slip from higher ground into the roadway. Night travelling is, of course, particularly affected by such unexpected obstructions. Conditions in the English Channel are again bad. A strong south-westerly gale is blowing and a heavy sea is running. This afternoon's Boulogne-Folkestone boat had to be diverted to Dover.

[BRITISH WIRELESS SERVICE.]

Floods After The Thaw.

RUGBY, January 3rd.

The floods caused by yesterday's rapid thaw and heavy rain continue serious but during the night the temperature became lower and the rain ceased, thus easing the situation. Steady wind has prevented fogs.

In London, the most serious flooding occurred in the Harlesden area where 200 houses and several roads were affected.

Many important roads in Southern England are impassable but conditions in the Thames Valley, owing to the preparations of the Thames Conservancy Board, are less serious than had been anticipated.

The water continues to rise at Reading, but the situation is considered well in hand and cold dry weather to-day will assist the water to drain away.

MUZZLING A NEWSPAPER.

BOMB OUTRAGE IN PENNSYLVANIA.

[REUTER'S AMERICAN SERVICE.]

SCRANTON (Pennsylvania), Jan. 1st.

Three persons were injured and considerable damage done to property by an explosion of dynamite in the printing department of the *Scranton Evening Sun*. It is believed that the outrage was an attempt to intimidate the publishers of the paper, which has been active in exposing vice in the city.

IMPROVEMENT IN BRITISH TRADE.

WHAT THE BANKERS' CLEARING HOUSES REVEAL.

IMMENSE TURN OVER.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 3rd.

Improvement in trade is the reason generally ascribed for the record turnover of money during the past year reported by the bankers clearing houses. Cheques paid at clearing houses exceeded those in the previous year by £1,723,000,000. The main causes, according to the clearing house inspectors, were: the "gradual recovery and expansion of trade in some industries and the large movement of funds in connection with the Government's debts conversions and the immense turnover of money on the short loan market." How remarkable has been the growth of banking business in the present century is shown by the annual increase in clearings from under £900,000,000 to over £41,000,000,000 in the past year.

[THROUGH REUTER'S AGENCY.]

Increased Stock Exchange Activity.

LONDON, Jan. 2nd.

The very gradual recovery and expansion of trade in some industries, large movements of funds in connection with Government finance and an immense turnover of money in the Short Loan Market are ascribed as the principal causes (apart from the depression caused by the coal dispute) for the large increase in the activities of the Bankers' Clearing House for 1927 as compared with 1926.

The grand total amounted to a new record of £41,000,000,000 sterling, an increase of 2.7 per cent over the normal year 1925.

New issues in 1927 at £315,000,000 showed an increase of £84,000,000 over 1926, while the growth of Stock Echange business is reflected by the total of £3,980,000,000 on Settling Days, which exceeded the 1926 total to £33,000,000 and the 1925 total by £240,000,000.

SKIRMISH IN NICARAGUA.

REBELS DRIVEN TO MOUNTAINS.

ACCURATE ANTI-AIRCRAFT FIRE.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Jan. 1st.

Five officers and 150 men of the Marine Corps are shortly going to Nicaragua from New York. A detachment of 250 Marines arrived in Nicaragua in December.

The Navy Department states that the insurgents with whom the Marines were in action appeared better trained than usual in Nicaragua. They were armed with automatic rifles, machine-guns, and dynamite bombs. The battle lasted 50 minutes before the insurgents were driven off.

MANAGUA, Jan. 3rd.

American reinforcements marching on Quilali came into conflict with the followers of General Sandino and 1 marine was killed and 5 wounded. The rebels fled to the mountains.

A feature of the recent fighting is the accuracy of the rebels' anti-aircraft fire against American aeroplanes.

TIENTSIN CONSUL'S HONOUR.

[THROUGH REUTER'S AGENCY.]

PARIS, Jan. 2nd.

M. Saussaine, French Consul at Tientsin, has been named Officier of the Legion d'Honneur.

FAMOUS DANCER DEAD.

[THROUGH REUTER'S AGENCY.]

PARIS, Jan. 2nd.

The death is announced of the famous dancer, Miss Lois Fuller.

[She was the lady who in the 'nineties, if we remember aright, made famous what was known as the "Skirt Dance."]

MISS GLEITZE'S BIG SWIM.

ALMOST REACHES GIBRALTAR.

ANOTHER ATTEMPT IN PROGRESS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 2nd.

Miss Gleitze, the London typist, just failed to-day to swim across the Straits of Gibraltar. This was her second attempt. She left Tangier in a tug for a point west of that place, being accompanied by British Consular representatives to act as independent witnesses.

Entering the water at three o'clock in the morning she was sighted more than half-way between Tangier and Gibraltar at noon. Later she was reported only one mile from Tarifa, the southermost point of Gibraltar, and was expected to land there. Eventually, however, news was received that Miss Gleitze had had to abandon the swim, the sea having become very choppy.

Six hours after Miss Gleitze had started another British girl, Miss Hudson, began an effort to swim the Straits, starting from Alcazar, east of Tangier. British Consular representatives were, in her case also, in an accompanying tug, and precautions had been taken against sharks attacking the swimmer.

Later reports stated that Miss Hudson was making good progress.

MACAO NEWS.

A WHARF IN THE NEW PORT.

MACAO, Jan. 2nd.

Work commences in the New Year on a wharf in the New Port, the first important work in the recently made outer harbour of Macao. It is a good beginning for the New Year.

The pier will be about 470 feet long and the first 150 feet will be made of granite blocks, and the pier will then be continued for 320 feet of wooden beams and steel girders. The width of the pier will be about 48 feet.

The total cost will be approximately $130,000, of which the stone is to cost a little more than $20,000, and it is expected that the work will be completed in rather less than nine months. The builders are the Netherlands Harbour Works Company, the builders of the port, and who are now engaged in harbour works at Hong Kong.

It is believed that this pier will suffice for all the immediate needs of the new harbour and the depth of the harbour bed on both sides of the pier will be sufficient to enable the berthing of vessels of even 4,000 or 5,000 tons burthen.

Conditions regarding the use of the wharf by vessels have not yet been framed, but it is believed that they will be exceedingly reasonable.

HISTORY OF MACAO.

A book has just been published in Portuguese, giving an outline history of Macao. It is called "Resumo da Historia de Macau." It is by a French priest writing under the nom-de-plume of Eudore de Colomban and edited and translated by Captain Jacinto Moura. In the book are a number of interesting illustrations.

730 AFTER A £6 A WEEK JOB.

Lewisham Guardians received 870 applications for *two posts* which they advertised.

There were 730 applications for the post of charge engineer at the board's hospital at a salary of £6 a week and a dinner daily, and the board appointed Mr. W. J. Williams, of Cardiff, an ex-Chief Engineer of the Navy, who served in a submarine during the war.

There were 140 answers to the other advertisement for a working electrician.

MARITIME CUSTOMS REVENUE.

CANTON'S BIG DECREASE.

NATIVE CUSTOMS ALSO DOWN.

[THROUGH REUTER'S AGENCY.]

PEKING, Jan. 2nd.

The Maritime Customs Revenue for 1927 amounts to H.K. Tls. 68,687,000, a decrease of Tls. 9,435,000 compared with 1926. The sterling equivalent at an average exchange of 2/9d. 13/16 is £9,677,000 compared with £12,165,000 last year.

The chief increases are:—

Tientsin.—Tls.920,000.
Dairen.—Tls.341,000.
Harbin.—Tls.288,000.
Swatow.—Tls.255,000.
Antung.—Tls.105,000.

Decreases are shown by Shanghai Tls.7,025,000.
Hankow.—Tls.2,263,000.
Canton.—Tls.1,538,000.

The Native Customs Revenue under the officiating Inspector General's control amounts to Tls. 2,781,000 a decrease of Tls. 720,000.

All the foreign loan and indemnity obligations secured by the Customs, including the Service Reorganisation Loan, have been met in full, the cost in silver of the above gold obligations being Tls. 60,611 compared with Tls. 53,183, owing to the higher silver rate of exchange on the same obligations last year.

The service of both interest and redemption on all domestic loans secured on cancelled indemnities has been met in full and the interest on domestic loans secured on the Customs surplus, which is under the control of the Inspector General has also been met in full, but owing to the deficiency in revenue no redemption payments on any of these loans could be made. Redemption payments of the Consolidated Debt are therefore now two years in arrears.

DEAN INGE ON BIRTH CONTROL.

DUTY OF PARENTS.

SUPERSTITION THAT IS SHAMEFUL.

Dean Inge, of St. Paul's, speaking on "Scientific Ethics" at the Goldsmiths' Hall, E.C., said:

There has been a marked recrudescence of superstition since the Great War, chiefly perhaps among the half-educated rich.

What a shameful and discreditable thing it is to see an otherwise intelligent person refusing to sit down to dinner as one of 13, objecting to be married in May, or "touching wood" if he has said anything "unlucky."

If there is a God He is certainly not a capricious Oriental sultan from whom favours may be obtained by making friends with His courtiers. He is not a magnified schoolmaster distributing marks and prizes and punishments. And He is certainly not the head of the clerical profession.

The certainty that the lower animals are literally our distant cousins ought to make some change in our attitude towards them. The killing of birds and beasts for the pleasure of killing them is mainly an aristocratic diversion. The amusement is supposed to be that of a gentleman, and of a gentleman with means; but it seems a barbarous and degrading form of recreation.

We cannot throw on the Deity the responsibility for bringing unwanted children into the world and leaving them to the State to clothe, feed, and support by outdoor relief.

The morality of birth-control depends on the motive. The good citizen wants to do his best for his children and for his country. If he has reason to think that his children are not likely to be healthy in mind or body or if it is plain that there is no longer room for large families in the class or the nation to which he belongs it is his duty to act in accordance with that knowledge.

It is perhaps too much to hope that any Government will penalise the slum-dwellers who still produce large families to add new burdens to the rates.

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MOTORING NOTES

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MOTOR NOTES.

THE SPEEDWAY.

A vision of "the speedway of the future" was presented by Mr. W. Rees Jeffreys, chairman of the Roads Improvement Association at the world Motoring Congress in London. "One of our difficulties to-day," he said, "is the mix-up of traffic at varying speeds. We build very expensive roads, the space of which is reduced by stationary traffic. It is not wise to build a thirty-foot road such as the Kingston Bypass, which by reason of stationary traffic and by reason of the fact that traffic in England does not keep to its near or proper side is in fact little more than a two-track road. That is a waste of funds. My idea of the road of the future which is to combine efficiency and economy of transport is a speedway reserved for high-speed vehicles and forbidden to stationary traffic. It is to be a speedway pure and simple, a speedway somewhat on the pattern of the Italian auto-strada, but not severed from the rest of the country. While confined to fast traffic it will not arrest development on the side of the road. Every house and factory 'taking off' from that road will have to have its own private roadway leading up to it."

A SUPER PULLMAN COACH.

A quite new six-wheeled petrol vehicle is the Hallcy "Super-Safety-Six" Pullman passenger vehicle. The six-cylinder engine normally fitted will develop up to 72 h.p., and a somewhat larger engine is provided, if required, at a small extra charge.

Similarly, if the vehicle is required for use under what are known as "colonial conditions," a special type of rear bogey is incorporated, differing from the standard bogey particularly in respect of the spring mounting, which is such as to permit of an exceptionally high degree of relative movement between the live axles, without imposing tortional stress on the spring suspension when very rough ground is traversed.

Westinghouse air brakes are applicable to all the four driving wheels, a separately driven air compressor supplying the storage reservoir and being also available for inflating the tyres which are, of course, giant pneumatics.

TIENTSIN FIRM'S NEW STUDEBAKER SHOWROOM.

One of the finest automobile showrooms in China was opened September 2nd by Dello & Co., Ltd., Studebaker-Erskine distributors for Tientsin. The formal opening of the new Studebaker headquarters was attended by throngs of guests.

The spacious showroom, adequate for the effective display of eight cars, was beautifully decorated with baskets of flowers, sent by friends and well-wishers. The mural decorations of the showroom and the flowers banked around the cars, combined to produce a beautiful opening display. The models exhibited consisted of an Erskine Six Tourer, two Erskine Sedans, a Director Victoria, a Director Coach and a President Limousine.

The entire front of the showroom is composed of heavy plate-glass windows, extending from the sidewalk almost to the top of the building. This ensures a well-lighted display and permits passers-by an excellent view of the cars. Heavy silk purple curtains veil the windows at night.

The new building housing the Tientsin firm, which is of concrete construction and artistic design, is located in the ex-German concession district, which has long been the amusement centre of the city. A new theatre will open in January across the street from the showroom.

The Overseas News congratulates Dello & Co., Ltd., upon the firm's successful opening and beautiful new headquarters and extends its wishes for a long and prosperous relationship with The Studebaker Corporation.

(*Continued on next Column.*)

UNIFORM RULE OF THE ROAD.

LORD BIRKENHEAD ON THE DANGERS OF DIFFERENT SIGN-POSTING.

"It ought to be the easiest thing in the world," said the Earl of Birkenhead at the meeting of the World Motor Transport Congress, at the Savoy Hotel, "to adopt some standardised system of sign-posting of roads that ought to be the same all over Europe. It is absurd to have different signs and different methods of giving warnings in every part of the world."

He was taking part in a discussion on "The Improvement of Facilities for International Travel by Road," presided over by M. Adrien Lachenal (Switzerland).

"I believe that at some time or other the reform will be adopted of introducing uniformity in the rule of the road," Lord Birkenhead added. "It does really seem to me to be absurd that when one crosses that narrow strip of water, the English Channel, a motor-driver must immediately revolutionize his natural instincts as to what he has to do in a moment of emergency. There is an element of danger. Unexpectedly round the corner of the road a crisis arises, and a man will revert to a life-long habit.

"I am not saying which system ought to go, but I don't think it is very creditable to the statecraft of the motor world in not dealing with this matter."

Mr. Stenson Cooke (Secretary of the English Automobile Association), referring to the standardisation of sign-posts, said he felt that matters ought to remain where they were at present.

"But," he said, "when the time comes, this country, which drives on the left, and the score of other countries which do so, will have to give up their rule in favour of the more popular rule. The great expense in making the change renders it necessary to postpone it until financial difficulties are easier."

A resolution was adopted that the development of international touring should be encouraged by all means possible.

London's Future Buses.

Lord Montague of Beaulieu, at the morning session, summarised the advantages of the six-wheeled vehicle. "I look forward to the time," he said, "when all buses on the London streets will be six-wheelers, and then will come the eight-wheeler.

"All of you remember when a six-wheeled vehicle on the road was thought to be quite out of the range of possibility. Now we see in London a six-wheeled bus on the road carrying 68 persons, in which the weight per axle is less than that in the case of a four-wheeled vehicle carrying 34. It is a welcome development and a very sensible one as well.

"Speaking as a lover of roads, I wish to say that the weight borne on the six wheels is better from the point of view of the road-mender and the ratepayer."

A high tribute to the work of the six-wheeler bus was paid by Mr. Norman Nairn, who is in charge of a bus service between Damascus and Baghdad.—*Morning Post.*

STOLEN CARS.

Considering the vast number of cars in circulation in England, and the engaging confidence in public integrity shown by drivers leaving them unattended, it seems strange that the recorded thefts this year should not be more than about 1000, writes an *Evening Standard* correspondent.

But successful car stealing demands high specialisation. Familiarity with engines, anti-theft devices, ability to camouflage rapidly coach and paintwork, elaborate storage and disposal machinery, require technical and organising capacity and a financial outlay beyond the range of the casual thief.

HORSE VERSUS MOTOR.

CHEAPER FOR TOWN TRANSPORT.

A campaign to encourage the use of the horse for transport is to be organised by the National Horse Association (Great Britain) at the invitation of a conference of hay traders, master saddlers, corn dealers and agricultural merchants.

It is claimed that, for transport in towns, the horse is cheaper and more reliable than the motor vehicle. For delivery work within a small area it remains the best proposition for the small trader.

In delivering bread, for example, the man calls at each house, and his horse moves at the word of command. He need never enter his cart during the whole period of transit of a road; whereas in the case of a motor vehicle either there must be a second man or he must enter and dismount after handling the levers.

The Association quotes in a pamphlet the figures of a Manchester firm where the costs over a long period for the collection and delivery of cloth worked out at Horse, .852d. per piece of cloth; motor, 2.454d. per piece.

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12 C.W.T. MORRIS 11.9 H.P. 9' 6" W.B.	
Chassis only with 33" x 4½" S.S. Tyres	£195
Lorry complete with Cab and drop sides	255
Popular Van complete with Cab	265
De Luxe Van complete with Cab	275
1 TON MORRIS 13.9 H.P. 10' 2" W.B.	
Chassis completely equipped with 33" x 5" tyres	£235
Lorry complete with Cab and drop sides	295
Tipping Lorry complete with Cab	310
General Utility Vehicle complete	325
Standard Van complete with Cab	335
De Luxe Van complete with Cab	350
Bakers' Van complete with Cab	370
Furniture Van complete with Cab	370
Ambulance Type A complete	430
Fever Van complete	450
Colonial Ambulance complete	485
Charabanc for 14 passengers	510
Hotel Bus Type T1	515
Bus De Luxe	570
Special Saloon Bus Type D3	575
25 C.W.T. MORRIS 15.9 H.P. 10' 2" W.B.	
Chassis Z. 1 complete with 33" x 5" tryes	£290
Chassis Z. 2 complete with 33" x 5" tyres & F.W.B.	320
Type Z. 1 Standard Lorry complete with Cab	350
Type Z. 1 Standard Van complete with Cab	385
Type Z. 1 De Luxe Van complete with Cab	400
Type Z. 1 Charabanc for 14 passengers	550
30 C.W.T. MORRIS 15.9 H.P. 10' 2" W.B.	
Chassis Z. 3 complete with 32" x6" tyres	£320
Chassis Z. 4 complete with 32" x6" tyres & F.W.B.	350
Type Z. 3 Standard Lorry complete with Cab	385
Type Z. 3 Standard Van complete with Cab	415
Type Z. 3 De Luxe Van complete with Cab	430
Type Z. 4 Standard Lorry complete with Cab	415
30 C.W.T. MORRIS 15.9 H.P. 11' 6" W.B.	
Chassis Z. 5 with 32" x 4½" tyres, dual rear, F.W.B.	£320
Chassis Z. 6 complete with 32" x 6" tyres & F.W.B.	355
Type Z. 5 Standard Lorry complete with Cab	390
Type Z. 6 Standard Lorry complete with Cab	420
Type Z. 5 Charabanc for 18 passengers	620
Type Z. 6 Charabanc for 18 passengers	650
Type Z. 5 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700
30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.	
Chassis only equipped with 32" x 4½" tyres	£538
Chassis with War Dept. type Body	626

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MOTORING NOTES

(CONTD.).

THE MOTOR AGE.

"SCORCHING" ACROSS EUROPE.

COPING WITH INCREASED TRAFFIC.

Gigantic projects are now under consideration regarding new motor roads across the Continent of Europe.

A German-Swiss-Italian consortium has been formed, and it is planning two great Trans-Continental roads for automobiles.

On these roads nothing will be permitted save fast motor traffic, and a speed of 40 miles an hour will be the minimum.

One of these roads will begin at Hamburg and will go across country to Frankfort-on-Main, Basle, Zurich, Milan and Genoa.

Another, coming from Stettin, will pass Berlin, Leipzig, Munich and Verona, and will join the first at Genoa.

From Genoa the road will lead *viâ* Pisa, Florence, Rome and Naples, to Reggio, at the extreme southern point of the "boot" of Italy.

French authorities are now considering the problem of linking up with these important Trans-Continental routes, and the French suggestions are certainly audacious.

It is proposed that roads from Dieppe, Havre and Cherbourg shall meet in Paris, and that that road and the motor-way from Granville, Brest and Saint Nazaire will all converge on Tours.

From Tours there will be one road to Lyons. There it will split up into three, one going to Marseilles, a second to Nice and the third direct to Genoa, where all three will be connected by a coast road with the German-Swiss-Italian highway.

The interesting point about the French motor roads is that they will be overhead roads constructed above the railways and solely devoted to motor traffic.

It is hoped, too, that two overhead motor roads from Bordeaux will link up with the system at Saumur and Tours.

On these projected roads motor-car speed will be practically unlimited.

They will be from 80ft. to 100ft. wide and will have petrol stations and restaurants at intervals.

All minor roads *en route* will lead up to them, and at all points where there are cross-roads there will be a perfect system of signalling.

"The great advantage of such roads will be that there will be no villages and towns to pass through, though special side roads will lead to the various places *en route*.

It is felt that if motor traffic increases in the next few years as it has done in the past half-dozen years, traffic on the existing kind of high roads will become impossible, unless this scheme of special automobile roads rapidly materialises.

Tourist traffic has during the past two or three years increased to such an extent that the railways are finding it difficult to cope with.

It is therefore necessary to add to travel facilities by creating these great motor highways.

Tourists who bring milliards of francs to France will, it is believed, appreciate this mode of travel, as it will enable them to see much more of the country than they would otherwise.

Plans for the construction of motor roads in this country have been put forward at various times in recent years.

A London-to-Birmingham motorway, "to be carried through by private enterprise" at a cost of £6,500,000, has been proposed.

Lord Montagu of Beaulieu has also given details of a private project for constructing a motor road from London to Manchester, to cost £15,000,000.

A projected motorway from London to Liverpool met with opposition from the railways.

The Northern and Western motor-way from Coventry to Manchester, linking up Birmingham and the industrial Midlands, has also been put forward.

In February 1925 the Minister of Transport foreshadowed the construction of a long stretch of main road, parallel to one of the country's great trunk roads, for experimental purposes.

A £2,500,000 scheme to construct a special road from London to Brighton for motor vehicles only, with 40 miles of special track obtained the support, in April 1925, of a new company to carry it out.

DOCTORING THE MOTOR-CYCLE.

TROUBLES THAT BAFFLE THE MOST EXPERT.

SLOW AND SURE METHODS BEST.

Not all minor motor-cycling troubles are electrical in their origin, though the long-suffering components which are responsible for the spark are blamed for nearly everything—especially when the cause is baffling.

The arrangements by which a properly atomised mist of petrol and air is fed to the engine are so simple and efficient that we are apt to take their working for granted. Yet, like everything else mechanical, they are to some small extent liable to derangement through neglect or simple mischance.

Intermittent misfiring is difficult to diagnose. It may be merely an oily sparking-plug, or an electrical connection which has worked loose, or an ailing magneto. Sometimes the fact that it ceases when the engine is "revved up" may confirm you in this impression, as at higher rates of speed the spark is naturally stronger.

Ingenious Diagnosis.

But the most ingenious diagnosis may prove to be wrong. The majority of mechanics, however expert, will admit—if they are honest—that at one time or another they have gone so far as to remove and test the magneto when the fault ultimately proved to have nothing to do with the spark at all.

Though some men have an uncanny ability for going straight to the root of the trouble, however obscure and misleading, the dead certain method of diagnosis does not exist. Long experience tempts me to say that if you are sure it is carburation suspect electrical trouble, and vice versa.

Slow and sure methods of analysis seem to pay best, and by the time you have carried them to a logical end you will have learned some new thing—which is one reason why motor cycling is such a perpetually fascinating hobby, apart from being a sport. You can never "know it all;" even if you have ridden for a quarter of a century your 1928 mount will spring some totally new surprise.

The Choked Jet.

If there is a really lively spark at the plug points it will probably (though not certainly) fire the mixture under compression, so it is best to look elsewhere.

If the engine does not start at all look for a choked jet, dirt, or water (the last very elusive) rising and falling in jet, dirt in the passage from the float chamber to the jet (or quite possibly water), a choked petrol pipe, or petrol filter. If the carburetter floods quite freely try the jet first. If it does not, this gives you a clear indication that there is something wrong between the tank and the float chamber.

Moving Obstructions.

Should the engine peter out after flooding there may be an air lock (due to the lack of an air release in the filler-cap or else to air trapped in the coils of the petrol pipe), chocked vent hole in the tickler button, some moving obstruction in the petrol pipe (blow through it from both ends), flooding (punctured float, bent needle, or dirt on needle seat), much too weak a mixture, very bad spirit, or an empty or nearly empty tank. All this presupposes that the valves are working properly and the petrol really is turned on.

Misfiring due to water in the carburetter is nearly always accompanied by loud banging noises from the silencer. Too weak a mixture causes popping back in the carburetter, and is cured by fitting a larger jet. The symptoms of flooding are obvious.

None of these small ailments is so complicated as description on paper may make it seem. They are fairly numerous, however, so do not blame yourself if you cannot find a trouble at once. We have all been fooled in our time, and will be again!—Rex Brittain.

PREVIOUS BOY FORGER.

FAKED DOCTOR'S NOTE TO PLAY TRUANT.

An Egham, Surrey, boy, aged 13, who was charged at Chertsey with theft admitted that he had

Forged a doctor's certificate saying he was unable to attend school for seven days owing to influenza.

Sent a small boy into a shop for a pair of trousers, which he afterwards sold.

Obtained three pairs of flannel trousers from another tradesman by writing a letter. These he hid in some bushes.

Stolen a carriage watch.

Stolen rubber stamps from his schoolmaster's private room.

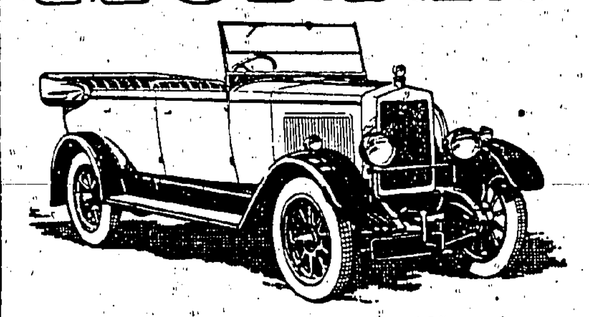
Stolen a razor from a hairdresser's shop.

The boy's schoolmaster said he believed the boy had a mental kink. He was excellent in school work.

The Chairman (Mr. J. H. W. Pilcher) to the boy: "What did you do these things for?"—"I don't know."

He was placed on probation for two years on condition he went to stay with an aunt in London.

MORRIS



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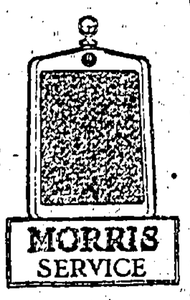
MORRIS-COWLEY 11.9 H.P.			
56" TRACK—105" WHEELBASE.			
ROADSTER	4 Seater	—	190
TOURING (4-DOOR)	4 Seater	—	205
COUPE (FIXED HOOD)	2 Seater	—	220
SALOON (4-DOOR)	4 Seater	—	235
MORRIS-OXFORD 11.9 H.P.			
48" TRACK—106½" WHEELBASE.			
TOURING	4 Seater	—	235
SALOON	4 Seater	—	255
MORRIS-OXFORD 13.9 H.P.			
48" TRACK—106½" WHEELBASE.			
ROADSTER	4 Seater	250	240
TOURING	4 Seater	270	260
COUPE	2 Seater	290	270
SALOON	4 Seater	310	290
LANDAULETTE	5 Seater	370	330
MORRIS-OXFORD 13.9 H.P.			
56" TRACK—106½" WHEELBASE.			
TOURING	5 Seater	295	275
SALOON	5 Seater	335	310
MORRIS-OXFORD 15.9 H.P.			
56" TRACK—114" WHEELBASE. (4-speed gear)			
TOURING	5 Seater	365	355
SALOON	5 Seater	435	400
MORRIS LIGHT SIX 17.7 H.P.			
2468 c.c.—Approx. 2½ litres.			
TOURING	5 Seater	—	360
SALOON	5 Seater	—	405



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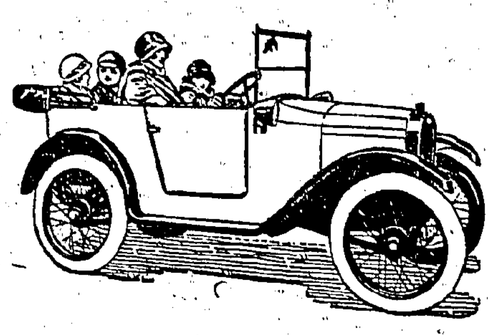

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THE "TRAFFIC COURT."

ABERDEEN 'BUS DRIVER FINED.

MR. M. K. LO'S PUBLIC SPIRITED ACTION.

At the Traffic Court at the Central Magistracy yesterday morning, the Chinese driver of an Aberdeen 'bus was charged with dangerous driving on Christmas Day on Pokfulam Road.

The case was heard before Major C. Wilson, and the complainant was Mr. M. K. Lo.

Mr. Lo said that the defendant had sent a letter of apology to him (Mr. Lo) but he thought it was a matter that should be brought to the attention of the police. "He and his brother and sister were walking along Pokfulam Road from the cemetery, when suddenly the 'bus in question, which was driven by the defendant went past, narrowly missing Mr. Lo's brother. Under the circumstances he did not wish to press the charge.

His Worship said that there had been several complaints about the Aberdeen buses.

Mr. Lo continued that he spoke to the defendant about his driving. The speed of the 'bus could not have been under 20 m.p.h. It was travelling downhill and could have been kept more to the centre of the road seeing that there was no other traffic about.

His Worship: I don't like the idea of these Aberdeen buses flashing along at 20 m.p.h.

Mr. Lo replied that the defendant had frankly admitted the charge and he (Mr. Lo) did not wish to press the matter.

Sub-Inspector C. F. Alexander said that the defendant's record showed that he had been previously fined $20 and $25 for dangerous driving on one occasion in Pokfulam Road and on another occasion in Aberdeen Village.

Major Wilson imposed a fine of $30 and warned the defendant that if the offence was repeated he would lose his licence.

Thanks were expressed to Mr. Lo for bringing the case forward.

NOT ENOUGH EVIDENCE TO CONVICT.

Sapooran Singh, an Indian moneylender, was charged with driving motor-cycle 519 in a negligent manner on December 21st. Defendant denied the charge, stating that he was riding pillion.

The complainant, Mr. J. Gardner, of Quarry Bay, an assistant in the A.P.C., said that on the evening in question he was driving his motor-cycle from town towards Causeway Bay. When very close to a tram-car, which had drawn up in front of him, motor-cycle 519 suddenly shot past on the right side without any warning being given. To avoid an accident, witness swerved to his right and almost collided with the tram-car. The other cycle took the extreme right of the road and scattered six or eight coolies who were walking along.

Witness followed the cycle and later saw it near at No. 2 Police Station when the driver turned the machine round and went away in the opposite direction.

In reply to Sub-Inspector Alexander, witness said that a Chinese was driving the cycle and the defendant was riding on the pillion seat.

His Worship remarked that there was therefore no evidence against the defendant and accordingly discharged him.

OFFENDED BEFORE.

In another case of dangerous driving, brought against the driver of private car No. 1840, Mr. A. R. Cox, of the Electric Company, was the complainant. The defendant admitted the charge.

In reply to his Worship, Mr. Cox explained that he was driving his motor-cycle along Caroline Road in an easterly direction. The car was approaching him travelling at a speed of over 30 m.p.h. and suddenly cut across the road. Mr. Cox had to mount the pavement. He went after the car and stopped it when the driver said he was sorry for the incident, but mistook him (Mr. Cox) for a rickshaw.

Sub-Inspector Alexander said there were two previous convictions against the defendant. He had been fined for negligent driving and had also been fined a similar sum for failing to keep to his left hand side when rounding a corner.

The defendant was fined $25.

OLDEST FORD IN THE PHILIPPINES.

A VETERAN OF 1909 STILL CARRIES ON.

How old does a Ford have to be to be eligible for retirement from public life, "Sarge" Friedman proprietor of the Delmonico Hotel, Manila, and incidentally owner of the above mentioned Ford truck, says that "hard work is just what Fords thrive on; there ain't no age limit to a Ford." To prove this point "Sarge" calls our attention to the 18-year-old Ford which can be seen any day standing in front of Delmonico Hotel ready to perform the countless tasks that it is called upon to do daily.

The motor number of said truck is 7575, which is of the rare vintage of 1909. It is assumed that this is the oldest Ford car in captivity in the Philippine Islands. As yet nothing older has made its official debut. Should anyone possess a Ford to which more rightfully belongs the above mentioned distinction, the Manila Trading and Supply Co., will see that honour is bestowed where honour is merited.

Speaking of having a "kick" left well, you should hear that motor back. Eighteen years of experience has taught that engine a lot of tricks one can see that by the way it likes to show off before a crowd of young Fords. At any rate, nothing it could say about itself would not speak half as eloquently for Ford matchless quality and unyielding endurance, as to see it daily performing in as efficient and economical a manner as its much younger Ford brothers.

The "Sarge" has not as yet set a price upon this truck. When he does, we can depend upon it that it will bear no relationship to its age; for who can say how much an [illegible] old Ford truck is worth. "Sarge" knows without being told that if he sold his 18 year old truck he'd have to replace it with a newer one. Just off-hand, we'd say that it is worth as much as he is willing to spend for the new truck. At any rate—here's more power to your 18-year old War Horse, "Sarge"!

NEW MOTOR-ROAD OPENED.

£152,000 VIADUCT IN NORTH LONDON.

Greater London's newest road-way—the great viaduct over the Lea Valley, which links the twin counties of Essex and Middlesex—was opened in a dense mist by Mrs. Wilfrid Ashley, wife of the Minister of Transport.

A long tape barred the progress of her car at the end of the road. Mrs. Ashley cut the tape and declared the road open. A cheer, which could have been heard a mile away, told the world what Edmonton and Chingford thought of the new causeway over the River Lea.

Suburban Link.

The new road links Angle-road, Edmonton, with the Chingford-road at Walthamstow. It connects densley populated suburban areas on two sides of the Lea Marshes. The new road, which forms part of the Great North Circular Road, crosses the Lea River Navigation, the River Lea, the Coppermill Stream, the Metropolitan Water Board's aqueduct, and the Ching Brook.

It cost about £152,000.

Mrs. Ashley, in a charming little speech before driving over the new causeway, said the road was an example of a great step forward in road-making and bridge-building.

"Within the past twenty-four hours," she added, "there has been a certain amount of criticism. Criticism is all very well, but I think people who criticise do not always go into matters. I have read criticisms that these roads which are being made are rather flat and ugly, and I have also read that we spend too much money on decoration. There is a happy medium and perhaps we shall strike it."

GREATER OXFORD.

Opponents of the scheme for a greater Oxford fought tenaciously at a private meeting of the council against the scheme to extend the boundaries, but, by 38 votes to 16, it was decided to recommend the city council to proceed with the parliamentary Bill.

"The scheme proposes to take in towns which have sprung up round Oxford, the chief of which is Cowley, where, through the motor-car industry, the value of the land has enormously increased. Cowley, Wolvercote, and Headington are in favour of inclusion, but the rates in these areas range from 10s. to 11s., against 7s. 3d. in Oxford.

Oxfordshire and Berkshire County Councils have already decided to oppose the scheme.

HOME FOOTBALL RESULTS.

NEW YEAR HOLIDAY MATCHES.

SOME HEAVY SCORING.

Monday's programme of matches in the English League comprised nine games in Division I. three in Division II. and seven in Division III. (Northern). There were no matches in Division III. (Southern). The Scottish League (Division I.) had a full list.

Among outstanding features were Manchester City's 7-3 win over Barnsley in Division II., and six goals each by Hartlepools and Crewe in Division III. (Northern), their opponents in each case being able to score only one goal. In the same section Stockport had a 5-1 victory over Rochdale.

There is only one change in leading position, Manchester City moving to the top from third place in Division II.

In the Scottish League the Rangers went down to Celtic by the only goal of the match. Motherwell and Johnstone won 5-1 over Hamilton and Queen's Park. The defeat of the Rangers gives Motherwell top place in the League.

Results of the matches and revised League Tables appear below:

ENGLISH LEAGUE.

The results of the matches played in the English League on Monday, as cabled by Reuter, are as under:

Division I.

Blackburn R. 4, Everton 2.
Bolton 1, Derby 3.
Bury 2, Leicester 1.
Liverpool 2, Burnley 2.
Middlesbro'. 3, Huddersfield 1.
Newcastle 1, Birmingham 1.
Sheffield U. 3, Portsmouth 1.
Sunderland 3, West Ham 2.
Arsenal 1, Tottenham 1.

Division II.

Blackpool 4, Grimsby 5.
Manchester C. 7, Barnsley 3.
South Shields 2, Stoke 3.

Division III. (Northern).

Accrington 1; Lincoln 0.
Ashington 2, Durham 2.
Darlington 1, Bradford C. 2.
Hartlepools 6, Barrow 2.
Stockport 5, Rochdale 1.
Tranmere 2, Rotherham 0.
Crewe 6, Nelson 1.

SCOTTISH LEAGUE.

Aberdeen 3, Dundee 1.
Airdrieonians 0, Falkirk 1.
Bo'ness 1, Raith R. 1.
Celtic 1, Rangers 0.
Cowdenbeath 1, Dunfermline 1.
Hearts 2, Hibernians 2.
Motherwell 5, Hamilton 1.
Partick T. 2, Clyde 1.
St. Johnstone 5, Queen's Park 1.
St. Mirren 1, Kilmarnock 1.

LEAGUE TABLES.

The English League Tables and Scottish League Table (Division I.), up to and including matches completed on Monday, are appended:

DIVISION I.

	P.	W.	D.	L.	F.	A.	Pts.
Everton	24	13	6	5	65	36	32
Huddersfield	23	12	4	7	54	38	28
Leicester	25	11	6	8	54	42	28
Blackburn	24	9	9	6	36	37	27
Arsenal	22	10	6	6	46	41	26
Cardiff	23	9	7	7	41	42	25
Newcastle	24	9	7	8	49	47	25
Liverpool	23	8	8	7	51	40	24
Middlesbro'	24	8	8	8	53	49	24
Burnley	24	11	2	11	47	55	24
West Ham	23	10	3	10	50	55	23
Tottenham	23	9	5	9	42	48	23
Bury	24	11	1	12	44	50	23
Sunderland	22	8	6	8	40	40	22
Derby	23	8	6	9	57	51	22
Manch Un.	23	9	4	10	39	41	22
Sheffield Un.	24	8	6	10	38	47	22
Bolton	22	8	5	9	39	35	21
Aston Villa	23	8	4	11	43	47	20
Birmingham	23	5	9	9	37	48	19
Portsmouth	23	6	5	12	36	59	17
Wednesday	23	4	7	12	39	52	15

DIVISION II.

	P.	W.	D.	L.	F.	A.	Pts.
Manch. City	23	15	3	5	50	35	33
Chelsea	22	13	6	3	43	19	32
Preston	23	13	6	4	47	29	32
Leeds Un.	23	14	3	6	59	27	31
Oldham	22	11	6	5	44	25	28
Stoke	33	11	5	7	41	35	27
Bristol C.	23	11	4	8	48	38	26
Notts For	22	11	3	8	52	39	25
Grimsby	21	9	7	7	44	44	25
Port Vale	22	11	2	9	40	34	24
West Brom.	23	8	7	8	46	45	23
Swansea	23	9	5	9	46	46	23
Hull City	22	7	8	7	27	32	22
Notts C.	23	7	7	9	40	41	21
Clapton	22	8	4	10	37	48	20
Barnsley	23	6	7	10	34	49	19
Reading	23	6	6	11	31	47	18
South'pton	23	5	6	12	32	46	16
Wolves	23	6	4	13	35	54	16
Fulham	22	5	5	12	35	51	15
Blackpool	24	6	3	11	40	61	15
S. Shields	23	2	5	16	32	68	9

DIVISION III. (SOUTH).

	P.	W.	D.	L.	F.	A.	Pts.
Millwall	22	15	3	4	71	32	33
Northants	20	14	1	5	56	31	29
Exeter	21	11	7	3	41	21	29
Charlton	20	8	9	3	29	28	25
Plymouth	21	11	3	7	46	32	25
Swindon	18	9	5	4	30	37	23
Southend	19	11	1	7	37	31	23
Q.P.R.	20	9	4	7	28	23	22
Brighton	21	9	4	8	41	37	22
Newport	20	8	5	7	35	33	21
Brentford	23	9	3	11	46	47	21
Bournem'th	21	7	5	9	35	39	19
Crystal Pal	19	6	6	7	29	40	18
Norwich	20	7	4	9	40	36	18
Coventry	20	7	4	9	36	47	18
Bristol Roy	21	7	2	12	41	53	16
Merthyr	22	5	6	11	31	45	16
Watford	20	6	3	11	32	38	15
Gillingham	20	4	7	9	29	42	15
Walsall	21	6	2	13	29	59	14
Luton	20	5	3	12	46	46	13
Torquay	20	4	5	11	16	48	13

DIVISION III. (NORTH).

	P.	W.	D.	L.	F.	A.	Pts.
Bradford	20	14	4	2	40	23	32
Doncaster	21	14	3	4	46	17	31
Lincoln	23	12	4	7	45	38	28
Tranmere	20	10	6	4	38	25	26
Accrington	21	9	8	4	44	30	26
Stockport	21	11	3	7	36	26	25
Halifax	22	9	7	6	43	32	25
Wrexham	22	11	3	8	37	33	25
Rochdale	19	11	1	7	43	34	23
Hartlepools	20	10	3	10	41	41	23
Bradford C.	21	7	8	6	38	34	22
Southport	21	9	2	10	42	36	20
Darington	21	8	4	9	37	35	20
N.Brighton	20	7	5	8	34	31	19
Chesterfield	22	6	6	10	34	43	18
Rotherham	21	6	5	10	34	36	17
Crewe	22	5	7	10	40	47	17
Durham	22	6	5	11	31	44	17
Nelson	21	6	3	12	37	62	15
Wigan	21	4	5	12	26	50	13
Barrow	22	4	5	13	25	62	13
Ashington	22	3	7	12	28	61	13

SCOTTISH LEAGUE (DIVISION I.)

	P.	W.	D.	L.	F.	A.	Pts.
Motherwell	22	16	4	2	60	22	36
Rangers	21	16	3	2	66	19	35
Celtic	21	12	6	3	49	19	30
Hearts	22	12	3	7	49	29	27
St. Mirren	22	11	3	8	45	40	25
Kilmarnock	22	9	6	7	40	44	24
Falkirk	22	11	2	9	45	35	24
Cowdenbeath	22	10	4	8	38	41	24
Aberdeen	23	11	2	10	41	45	24
Hibernians	22	10	3	9	41	48	23
Partick	22	9	5	8	48	44	23
St. Johnstone	23	9	4	10	42	46	22
Airdrie	22	6	7	9	34	41	19
Queen's Pk.	22	7	4	11	41	44	18
Dundee	22	7	4	11	35	44	18
Raith R.	21	6	4	11	42	55	16
Hamilton	22	6	4	12	39	53	16
Clyde	22	6	2	14	29	50	14
Bo'ness	21	5	2	14	25	50	12
Dunfermline	22	3	2	17	19	71	8

LOCAL FOOTBALL.

INTERPORT TRIAL GAME.

In the match between Royal Navy and a Selected team which takes place on the Hong Kong F.C. ground at 3.45 p.m. to-day. C. F. Remedios (Club de Recreio) will play at left half in place of Lam Yuk Ying (China Athletic) who is on the injured list. The rest of the team is as advertised.

HOCKEY.

H.K. UNIVERSITY v. PUNJABIS II.

This game will be played on Friday, at 5 p.m. sharp, on the Marina ground.

University:—P. L. Tan, M. B. Osman, A. A. Rumjahn, P. C. Lim, K. T. Loke (Capt.), Y. C. Teh, F. Zimmern, K. P. Gan, C. K. Ong, G. E. Yeoh, V. Enok.

GARRISON FOOTBALL.

MATCHES FOR NEXT WEEK.

The following fixtures in the Garrison Football League take place next week:

Tuesday, Jan 10th.—R.A.M.C. v. R.E. and R. Sigs.; referee, R.Q.M.S. Hutchins, R.A.

Thursday, Jan. 12th.—12th Heavy Batt. R.A. v. 31st Heavy Batt. R.A.; referee, S. Sergt. Gilmour, R.A.M.C.

Both matches take place at Sookunpoo, kick-off at 3.15 p.m.

INTERNATIONAL RUGGER.

SCOTLAND DEFEATS FRANCE.

[THROUGH REUTER'S AGENCY.]

PARIS, Jan. 2nd.

In the rugger International to-day Scotland beat France before 35,000 spectators by 15 points to 6.

RACING NOTES.

FANLING HUNT POINT-TO-POINT.

[By RAPIER.]

On Monday afternoon there was a field of 16 for the point-to-point at Fanling. The course was flagged by Mrs. R. J. Paterson and Mr. W. Stanton and the start and finish were near Souza's Bungalow where a good view was obtained by an interested crowd of spectators amongst whom were Major-General Luard, C.B., and Mrs. Luard who were the guests of Mr. and Mrs. R. J. Paterson.

Mr. Durran took the lead from the start and led the field most of the way. Capt. Reidy drew alongside him about 100 yards from Home and they were both well ahead until a series of prepared jumps were encountered at the finish when both their ponies refused. This was principally on account of the keenness of the riders who were going all out in friendly rivalry instead of easing down for the jumps. I recollect taking the last jump and then my mind became a blank. I am told that the order of finishing was as follows:—

1. Mr. Skrine on *Humdinger*.
2. Mr. Pollock on *Alhambra*.
3. Mr. Macnamara on *James Pigg*.
4. Mr. Bolton on *Nobleman*.
5. Dr. Durran on *Drake*.
6. Capt. Reidy on *Mowgli*.

The Hunters' Arms.

This hostelry is now under new management the stock, etc., having been handed over by Mr. M. M. Maas to Mr. T. C. T. Beck. Those desiring food and accommodation should telephone to the latter c/o Messrs. T. E. Griffith, Ltd. (C. 3517). Mr. Maas has good reason to be proud of his performance on the Hunters' Arms. He took over this mount when it was very difficult to handle he has skilfully negotiated all sorts of obstacles and has handed over the animal sound in wind and limb and fit to be run by a lady. Johnson said "Hunting was the labour of savages in North America, but the amusement of gentlemen in England." Members of the Fanling Hunt may not be over polite in the field but they appreciate and are very grateful to their retiring landlord for comforts provided by him.

Mr. R. J. Paterson.

"R.J." is off to Shanghai to-day. He will be much missed as a Steward of the Hong Kong Jockey Club and more especially as Clerk of the Course. He is a great friend of the jockeys and has the happy knack of doing things unobstrusively. Those who asked generally got what they wanted of him, but those who demanded went away in a sadder and wiser mood. Mrs. Paterson is staying here till after the annual races and the stable will be in good hands. It will, however, take some time to get use to the absence of "R.J." and it is hoped that the wheels of commerce will bring him back to us before long.

SECOND TEST MATCH.

SOUTH AFRICA'S FIRST INNINGS LEAD.

BIG STAND BY YORKSHIREMEN.

[THROUGH REUTER'S AGENCY.]

CAPE TOWN, Jan. 2nd.

In the first innings of the second Test match the English team made only 133.

Before 8,000 spectators and in cloudy weather the South Africans put together 250 to-day in reply to this, giving them a lead of 117. The chief scorers were Morkel 26, Deane 41 and Nupen 39 not out; while Freeman took 4 for 58 and Hammond 3 for 53.

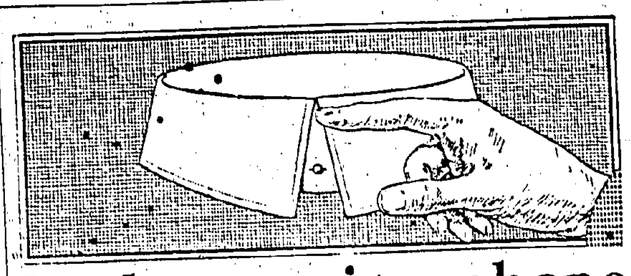
Holmes and Sutcliffe opened the M.C.C. second innings as usual, and put an entirely new complexion on the game. At the tea interval the score stood at 65 for no wicket, and though Holmes was out later when he had scored 88, the close of play came with the score at 220 for 1 wicket, Sutcliffe 92 not out.

England thus hold a lead of 103 runs with 9 wickets in their second innings still in hand.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 3rd.

England's score for 2 wickets is 249, Sutcliffe out 99.



It keeps its shape without starch

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WHITE In five Styles Quarter Sizes

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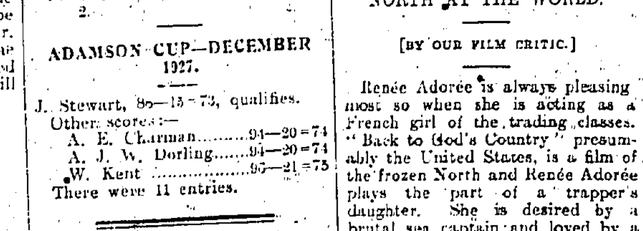

GOLF.

THE INTERPORT PROGRAMME.

The Shanghai Interport Golf team is to arrive here by the s.s. *Antenor* on the evening of January 23rd or early the following morning. The team from Manila is due by the *Empress of Canada* on the 24th.

The matches have been fixed as follows:—

Foursomes.

January 25th:—
Hong Kong *v.* Shanghai.
January 26th:—
Hong Kong *v.* Manila.
January 27th:—
Shanghai *v.* Manila.

Singles.

January 28th (Saturday):—
Hong Kong *v.* Shanghai.
January 29th:—
Hong Kong *v.* Manila.
January 30th:—
Manila *v.* Shanghai.

An "Interport dinner" is to be held on the evening of the 30th and both teams leave the following day, the Manila players by the *President Madison*, and the Shanghai players by the *President Cleveland*.

THE GOVERNOR'S SHIELD.

The results of the third round of the Governor's Shield competition were as follows:—

Canadian Pacific beat R.A.M.C. University beat Wilkinson and Grist, 1 up.
A.P.C. beat Education Dept., 2 up.
P.W.D. beat Prison Dept., 3 and 2.

ADAMSON CUP—DECEMBER 1927.

J. Stewart, 80—13=73, qualifies.
Other scores:—
A. E. Charman.....94—20=74
A. J. W. Dorling.....94—20=74
W. Kent .....97—21=75
There were 11 entries.

COAL YARD WALL COLLAPSES.

THREE CHINESE WOMEN KILLED.

As the result of the collapse of one of the walls of the M.B.K. coal-yard, at Public Square Street, opposite the Kowloon Magistracy at Yaumati, two elderly Chinese women were killed yesterday morning.

There were three separate collapses in all, the first taking place shortly before 10 a.m., but this one was rather slight and little damage was done.

About noon there was a second collapse, when another part of the same wall gave away. On this occasion there were a number of Chinese women engaged in making rattan baskets on the footpath near the wall, and several were buried beneath the debris.

Rescue work was undertaken and five women were taken out alive, but two others had been killed, and three young girls were seriously injured. Later one of the girls died in hospital as a result of her injuries.

At about 1.30 p.m. another small collapse occurred immediately opposite the other two, but in this case there were no casualties.

Rescue operations continued all day.

FOR HONG KONG.

PASSENGERS ON THE "MALWA."

DUE TO-MORROW.

The P. & O. s.s. *Malwa* is due to arrive from Home to-morrow (Thursday) with the mails, and among the passengers on board for Hong Kong are a number of local residents returning to the Colony. Among those announced to be on board are:—

Mrs. A. A. Aris, Mr. and Mrs. A. C. Burford and child, Mr. and Mrs. H. J. L. Creasey, Dr. W. K. Dunscombe, Miss A. E. de Dutton Dyer, Dr. and Mrs. K. H. Digby, child and amah, Mr. J. O. Donovan, Mr. and Mrs. H. Dehn, Mrs. Duppuy, Mr. C. Fletcher, Mr. M. J. Flattery, Miss A. M. Grant, Miss M. Gubbins, Mrs. Herrlein, Mr. and Mrs. W. F. Hast, Mr. V. M. Hart, Mr. W. M. Johnston, Mr. P. Kellett, Mr. M. W. W. McNeill, Mr. and Mrs. S. B. B. McElderry, Miss M. S. McElderry and governess, Mr. E. Moore, Mrs. P. Newton and infant, Mr. and Mrs. H. B. Owen and infant, The two Misses Owen, Mr. C. Poynty, Mrs. Potts, Mr. A. B. Purvis, Sir Henry Pollock, Lady Pollock, Mr. R. S. Sinclair, Rev. and Mrs. A. Swann, child, infant and nurse, Mr. F. S. W. Smith, Mr. and Mrs. L. Tyler, Rt. Rev. Bishop of Victoria, Mr. J. K. Whelan, Mr. J. Wallace, Miss E. G. Williams.

"BACK TO GOD'S COUNTRY."

A PICTURE OF THE FROZEN NORTH AT THE WORLD.

[BY OUR FILM CRITIC.]

Renée Adorée is always pleasing most so when she is acting as a French girl of the trading classes. "Back to God's Country" presumably the United States, is a film of the frozen North and Renée Adorée plays the part of a trapper's daughter. She is desired by a brutal sea captain and loved by a young engineer from U.S. How her lover rescues her from the sailor, and after a fight, and a desperate chase across the frozen plains in a dog sled, brings her "Back to God's Country" make an exciting story.

The film has been made from a tale by John Oliver Curwood and has retained much of his outdoor and virile atmosphere. It is good exciting adventure stuff photographed among grand and beautiful scenery.

"ARCADIANS" AS A FILM.

The film version of "The Arcadians," which was performed 809 times at the Shaftesbury Theatre in 1909, has been shown privately in London, and proved to be one of the strangest mixtures of farce, melodrama, phantasy, and other ingredients that the screen has seen.

The Arcadia scenes are delightful and quite in the spirit of fantastic comedy, but the remainder of the film is almost incoherent, although every now and then a flash of real comedy appears. None of the artists is given a chance to show real ability. Mr. Victor Saville, the producer, whose first film this is, needs to develop a surer hand before he attempts as difficult a screen subject again.

A Cuisine You'd Choose Were It Available Ashore

Those crisp salads, delicious vegetables and fresh fruits that you like so well! Every meal aboard the President Liners is a delight. The cuisine has won for these giant ships a world-wide reputation for excellence.

The magnificent President Liners are broad of beam and exceptionally steady. All are oil burners, swift express liners.

The public rooms are luxuriously appointed and inviting.

All staterooms are outside, splendidly furnished and equipped with beds—not berths. Each room has hot and cold running water, also fans, wardrobe, thermos bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these giant passenger liners.

The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining.

The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances,—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners.

The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger liners outstandingly popular among travelers.

WEEKLY TRANS-PACIFIC SERVICE

To SAN FRANCISCO and LOS ANGELES
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays

Pres. Grant ... ...Tues., Jan. 17th	
Pres. Cleveland ...Tues., Jan. 31st	
Pres. Pierce .....Tues., Feb. 14th	
Pres. Taft .....Tues., Feb. 28th	

To SEATTLE and VICTORIA
The Short, Straight Route to America
Fortnightly sailings on Wednesdays

Pres. Jefferson ...Wed., Jan. 11th	
Pres. Lincoln .....Wed., Jan. 25th	
Pres. Madison ...Wed., Feb. 8th	
Pres. Jackson ...Wed., Feb. 22nd	

Special Through Rates to Europe, via United States, £120, £112. Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

To EUROPE and NEW YORK
ROUND THE WORLD
Fortnightly sailings on Tuesdays via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, Boston and New York.

Pres. Monroe ...Sun., Jan. 15th, 8 a.m.	Pres. Hayes .....Sun., Feb. 26th
Pres. Wilson Sun., Jan. 29th, 8 a.m.	Pres. Polk .....Sun., Mar. 11th
Pres. Van Buren ...Sun., Feb. 12th	Pres. Adams .....Sun., Mar. 25th

To MANILA

Pres. Grant.....Jan. 9th, 6 p.m.	Pres. Cleveland ...Jan. 23rd, 6 p.m.
Pres. Monroe ...Jan. 15th, 6 p.m.	Pres. Wilson ...Jan. 29th, 6 p.m.
Pres. Lincoln .....Jan. 17th, 6 p.m.	Pres. Madison ...Jan. 31st, 6 p.m.

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s.s. "YANG TSE" due to arrive from DUNKIRK, LONDON, HAVRE about the 23rd January, 1928.

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Steamers.		Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
CHENONCEAUX	...A	—	—	17th Jan., 1928.
ANGERS ...	...P	—	—	31st Jan., "
D'ARTAGNAN	...A	16th Dec.	21st Jan.	14th Feb., "
G. METZINGER	...A	30th Dec.	1st Feb.	28th Feb., "
SPHINX	...A	13th Jan.	15th Feb.	13th Mar., "
PORTHOS	...A	27th Jan.	29th Feb.	27th Mar. "

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CONSIGNATION—TRANSIT—REPRESENTATION. [2

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HONG KONG HANSARD REPORTS of the MEETING of the LEGISLATIVE COUNCIL for the Session 1928.
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Invaluable for Diseases of these Important Organs, Gravel, Backache, Gout, Rheumatism.
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ROMAN BURIALS IN SHOE-LANE.

DISCOVERY OF ROWS OF URNS.

FOUNDERS OF LONDON.

The first Roman cemetery discovered west of the Fleet River has been found underneath the extension of the *Daily Express* offices in Shoe-lane.

This is an archæological discovery of the first importance. The presence of first century burials so far west of London Bridge means that archæologists and historians must reconsider their opinions on the growth and development of Roman London.

Workmen digging eighteen to twenty feet below the modern ground level in order to sink foundations for new *Daily Express* machine rooms came on rows of urn burials tightly embedded in the clay. Many of them were in burial pits, three or four urns to each pit. The urns contained the calcined bones of Romans who were cremated in London more than 1,800 years ago, shortly after the foundation of the City, following the occupation of Britain under the Emperor Claudius.

Unfortunately many of the urns had suffered severely from earth pressure, and when removed fell to pieces. Eight burials were taken out intact.

The *Daily Express* has presented these interesting relics to the London Museum, St. James', where they will be on view.

DAYS OF THE LEGIONS.

[BY H. V. MORTON.]

"The public-spirited action of the *Daily Express* in presenting these valuable relics to the London Museum should do more than preserve them," said Dr. Mortimer Wheeler, curator of the London Museum. "It should give a lead to all owners of property in the City of London.

"Every day relics are being discovered during rebuilding which should go into safe custody.

"The generation which follows us will not find one stick or stone of ancient London, because the modern buildings which are going up all over the City have pushed down their foundations to the primeval clay. Relics of Roman London are being discovered for the last time. Let us hope that all who find them will follow the example of the *Daily Express*, and see that they are preserved for the benefit of the public.

First Century.

"This collection of burials is interesting for more than one reason," continued Dr. Wheeler. "In the first place it represents the first Roman cemetery found to the west of the old River Fleet—although scattered burials have been found as far afield as Trafalgar-square and Regent-street. The Shoe-lane urns are in many cases of first century date, and may therefore contain the remains of those who took part in the foundation of London. Other urns are of third century date, and prove that the cemetery was long in use.

"It was probably an extension of the large Roman cemetery which stretched from the western end of Cheapside to the neighbourhood of the Old Bailey. The fact that it extended to the west side of the Fleet in the first century is new and remarkable evidence of the growth of the Roman city."

The burials were discovered by workmen in a great pit eighteen to twenty feet below the level of modern London. They were driving down foundations for new machine-rooms, and had only a few feet to go before they struck the London clay. One of them noticed peculiar hard substances—"like footballs covered in clay" as he expressed it—tightly embedded in the side of the pit.

These were removed with great care. When the clay and caked soil had been washed away the urns were revealed, full to the neck with brittle, calcined human bones.

The bones were dry and light as touchwood. Sections of vertebræ were plainly recognisable; so were kneecaps and fragments of large joint bones.

There were perhaps twenty or more burials in the small space. Most of the urns had endured heavy earth pressure for centuries, and when the clay which held them together was dissolved they crumbled to pieces.

The position of the burials suggested that only a small section of a great cemetery had been opened up. This cemetery may still lie beneath the buildings of Shoe-lane, and even further west.

One of the most skilful archæological restorers in the country took charge of the urns and subjected them to treatment. He managed to preserve eight perfect urns, with their contents.

Sloping Meadow.

It is perhaps the human interest of such a discovery which appeals most vividly to the imagination. When these urns were placed in position more than 1,800 years ago Shoe-lane was a sloping great meadow on the banks of the Fleet, and eastward rose the first London, a little, busy, growing Winnipeg of the Roman Empire, its red-tiled roofs straggling down from London Bridge towards Ludgate Hill. It was, as yet, not circled by London Wall.

The docks were busy with galleys from Rome and Gaul. The streets were vivid with the polyglot crowds which Rome drew to her cities: Spanish cavalry setting out for St. Albans; and auxiliary legion of Belgians on the march for Colchester; a high civil official in his two-horsed chariot; negro slaves; Egyptian soothsayers; Jewish merchants; army contractors; jerry builders; yellow-haired Gaulish fur merchants, and—who shall deny it?—possibly a few Greek tourists wandering round the public squares, gazing at the statues of Cæsar, commenting on the "quaintness" of the Britons and the push-ful enterprise of inevitable Rome.

Galley Slaves.

There were still men living who had seen Christ, and the slaves who sweated up river, chained to the galley oars, might even have brought the first whisper of Christianity to the young Roman city on Ludgate Hill.

And as far away as the green meadow on the slopes of the Fleet River the first citizens of Rome were being burned on funeral pyres, their bones collected and placed beneath the London soil in little urns of grey pottery—the bones of the founders of London.

I took up a handful of these brittle bones, and wondered about them. Was he a young Roman who had come to this cold end of the world to make his fortune, as young Englishmen go to Canada? Was he a merchant or a prospector who had followed the legions with the phrase, "Trade follows the Eagles," on his lips? Possibly the bones were those of a woman—a Roman wife who had followed her husband to Britain to die with the cold sweep of the Thames before her and behind her the bleak outline of the Hampstead Woods, and nothing to remind her of Rome but the creak of galleys coming up river with news and wine and olives.

The First Londoner.

Man or woman, these bones had known what it was to walk the streets of the first London: this man or woman had seen the legions fling London Bridge across the Thames; had seen the sacred grove of Diana on Ludgate Hill; had heard the stonemasons put up the first statue to Cæsar in London as a sign that at last all the earth was circled by a Roman ocean.

What is the message of these burials? They seem to tell us that within twenty or thirty years of her foundation London had grown so large that her citizens had to cross the Fleet River for their burial.

It has always been considered that when Boadicea destroyed London in A.D. 60 the north-western limit of the City was the Cheapside to Old Bailey cemetery. These new burials suggest that this first London may have been much larger; that the boundary should be put forward as far as Shoe-lane. They tell us that London was an instantaneous commercial success; a mushroom city full of vigorous initiative; a city which within the first few years of her foundation grew like a Canadian town in which thousands of men have suddenly seen a new and profitable means of livelihood.

VESSELS IN PORT.

Vessels in port yesterday were:—
British:—*Pheumpenh, Kwangtung, Santhia, Tyndareus, King Yuan, Man Sang, Shantung, Kiukiang, Kwong Sang; Kanchow, Yuen Sang, Kwangchow, Empress of Russia, Gorgistan, Wing Hong, Haldis, Taming, Shan Si, Sumatra, Taikoo, Hai Yang, Yu Sang, Borneo, Benarty, Javanese Prince, Haikong.*
Mexican:—*Chun Chik.*
Norwegian:—*Ekstrand, Hermilin, Prosper, Roolon, Eiger, Kronviken, Mondego.*
Panama:—*Pauilee.*
German:—*Kathe.*
Japanese:—*Taian Maru, Tottori Maru, Malay Maru, Taikwa Maru, Kwayo Maru, Teijun Maru, Hakuho Maru, Ryuho Maru; Menado Maru, Taisei Maru.*
Chinese:—*Mao Lee, San Sai Kai, Tong Lee, Taixema, Chung Kong, Hoi Cheong, Haiman; Confucius, Derwent, Ban Foo Soon, Poo Tye, Lee Cheong, Gen. H. Hunt, Gen. H. Knox, Man Sun.*
Dutch:—*Tjikini, Tjiliwong, Hankoy, Jan, Otto, Hong Kong.*
Portuguese:—*Shing Cheong, Kong On, King On.*

TO LIVE AT SEA!

BETWEEN FRANCE AND SWANSEA.

A French lad Pierre Gaston, who swam ashore from a ship at Langland Bay, Glamorgan, was charged on remand at Swansea with landing in the United Kingdom without the leave of the immigration authorities."

Gaston told the magistrate that he could not remember the name of the ship. He joined it at Sierra Leone, and paid two sailors to stow him away. He was born in Algiers, he said, and worked as a motor mechanic in North and West Africa.

A discussion followed as to what could be done with Gaston. The French consul would not accept him as he had no papers. If he was sent to France the question arose as to whether or not he would be sent back.

The magistrate said if that was so it looked as if Gaston would spend the rest of his life voyaging in some ship between France and Swansea. The suggestion of the immigration authorities was to send him to South America, where he could land without a passport.

Ultimately it was decided to remand Gaston until a ship could be found to take him back to France.

SUNRISE AND SUNSET IN HONG KONG.

For JANUARY, 1928.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
January 4th	7.04 a.m.	5.52 p.m.
" 5th	7.04 "	5.53 "
" 6th	7.04 "	5.53 "
" 7th	7.05 "	5.54 "
" 8th	7.05 "	5.55 "
" 9th	7.05 "	5.56 "
" 10th	7.05 "	5.56 "
" 11th	7.05 "	5.57 "
" 12th	7.06 "	5.58 "
" 13th	7.06 "	5.58 "
" 14th	7.06 "	5.59 "
" 15th	7.06 "	6.00 "
" 16th	7.06 "	6.00 "
" 17th	7.06 "	6.01 "
" 18th	7.06 "	6.02 "
" 19th	7.05 "	6.02 "
" 20th	7.05 "	6.03 "
" 21st	7.05 "	6.04 "
" 22nd	7.05 "	6.04 "
" 23rd	7.05 "	6.05 "
" 24th	7.05 "	6.05 "
" 25th	7.05 "	6.06 "
" 26th	7.04 "	6.07 "
" 27th	7.04 "	6.08 "
" 28th	7.04 "	6.09 "
" 29th	7.04 "	6.10 "
" 30th	7.04 "	6.10 "
" 31st	7.03 "	6.11 "

WARSHIPS IN PORT.

Warships and auxiliaries in port yesterday were:—
North Wall Basin, *Ambrose Wolverine, Moorhen*, S/M. *L.19*; South Wall Basin, *Sterling, Stormcloud*; East Wall Basin, *Petersfield*; North Arm, *Argus*; West Wall Dock, *Hawkins*; In Dock, *Herald*. S/Ms. *L.4, L.27*; No. 5 Buoy, *Iroquois*; No. 6 Buoy, *Carlisle, Marazion*; No. 7 Buoy, *Titania*, S/Ms. *L.2, L.3, L.8*; No. 10 Buoy, *Sepoy, Seraph*; No. 11 Buoy, *Scorpion, Sirdar*; No. 12 Buoy, *Thracian, Somme*; No. 13 Buoy, *Bruce*; No. 20 Buoy, *Fortol, Belgol*; No. 26 Buoy, *Kharki*.
Foreign Men of War:—U.S.S. *Pampanga, Sacramento*.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, January 3rd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.97	29.99	30.04
Temperature	62	60	55
Humidity	91	96	86
Wind—			
Direction	Calm	E	N
Force	0	4	2
Weather	O	OD	OR
Rain	0.38	0.00	0.33

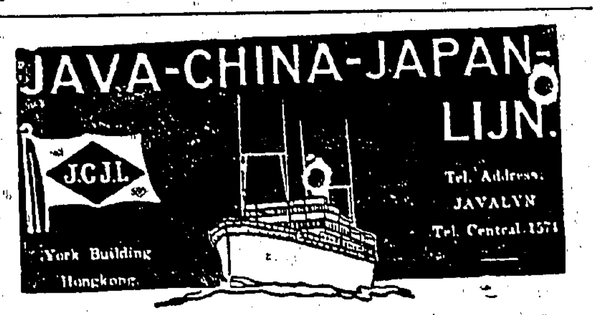
Highest open-air Temperature, 2nd: 65
Lowest open-air Temperature, 3rd: 54

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning: M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From January 4th to 10th, 1928

Days of Week	Date of Month.	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	4	m 7 31	4 8	m 1 26	2 0
		7 0 a	7 2	0 31 a	3 1
Thur.	5	m 8 45	4 6	m 2 19	1 8
		7 39 a	7 6	1 10 a	3 3
Fri.	6	m 9 49	4 5	m 3 5	0 8
		8 18 a	7 9	1 47 a	3 4
Sat.	7	m 10 42	4 4	m 3 48	0 5
		8 58 a	8 1	2 23 a	3 4
Sun.	8	m 11 27	4 3	m 4 30	0 4
		9 37 a	8 0	3 0 a	3 4
Mon.	9	0 10 a	4 3	m 5 11	0 5
		10 16 a	7 8	3 38 a	3 4
Tues.	10	0 52 a	4 2	m 5 51	0 7
		10 56 a	7 4	4 17 a	3 5



Regular Fortnight Service between JAVA, CHINA and JAPAN.

Steamers	From	Expected on or about	Will Leave on or about	For
TJIKINI ...	N. C. & Amoy	In Port	4th Jan.	Macassar & Java
TJISAROEA ...	Batavia	5th Jan.	7th "	Amoy, S'hai, K'lung.
TJIMANOEK	S'hai., K'lung.	9th "	11th "	Batavia
TJIPANAS ...	Java, Manila.	10th "	12th "	Swatow & Saigon
TJITAROEM ...	Java, Macassar	16th "	18th "	Amoy & N. China
TJISALAK ...	N. C. & Amoy	16th "	18th "	Batavia
TJISONDARI ...	Batavia	19th "	21st "	Amoy, S'hai, K'lung
TJISAROEA ...	S'hai., K'lung. & Amoy	23rd "	25th "	Batavia
TJIRODAS ...	Java, Macassar	30th "	1st Feb.	Amoy & N. China
TJIKEMBANG	Batavia	2nd Feb.	5th "	Amoy, Shai. K'lung.
TJISONDARI ...	S'hai., K'lung.	6th "	8th "	Batavia

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CONSIGNEE NOTICES.

PRINCE LINE.

NOTICE TO CONSIGNEES
From NEW YORK

The Motor Vessel "JAVANESE PRINCE" having arrived from the above Port on 3rd instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 9th instant, at 10 a.m.

All Claims must be presented within Fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after, 10th instant, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building.
Connaught Road.
Telephone No. 3165.
Hong Kong, 3rd Jan., 1928. [5727

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "ANGERS."

Bringing CARGO From MARSEILLES, &c., Also CARGO From LA PALLICE & COGNAC, Ex S.S. "COM. PIERRE LECOCQ."

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 12th January, 1928, or they will not be recognized.

Damaged Package will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 9th January, 1928.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,
Agent.
Hong Kong, 3rd Jan., 1928. [5730

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON and STRAITS.

The Steamship "BENARTY."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 10 a.m.

All Claims must be presented within Fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after, 10th instant, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD.
Agents
Hong Kong, 3rd Jan., 1928. [5732

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
and
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

From UNITED KINGDOM Via SINGAPORE.

CONSIGNEES per Co's Steamer "PYRRHUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 31st December, 1927.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon, within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 8th January, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st January, 1928, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
31st December, 1927. [5718

CHINA NAVIGATION
COMPANY, LIMITED.

AMOY, SHANGHAI & TSINGTAO	"SINKIANG"	On 4th	Jan.,	5 p.m.
SWATOW, AMOY & SHANGHAI	"TAMING"	On 5th	Jan.,	3 p.m.
SHANGHAI	"CHUSAN"	On 6th	Jan.,	6 a.m.
SHANGHAI & TSINGTAO	"SZECHUEN"	On 7th	Jan.,	6 a.m.
HOIHOW, PAKHOI & HAIPHONG	"LINAN"	On 7th	Jan.,	Noon
AMOY, SWATOW & SINGAPORE	"ANTUNG"	On 8th	Jan.,	7 a.m.
SWATOW, SHANGHAI & DALNY	"YINGCHOW"	On 8th	Jan.,	8 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 8th	Jan.,	10 a.m.
AMOY, SHANGHAI & TSINGTAO	"SUNNING"	On 9th	Jan.,	5 p.m.
SWATOW & SHANGHAI	"HUPEH"	On 12th	Jan.,	8 a.m.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 14th	Jan.,	7 a.m.
HOIHOW, PAKHOI & HAIPHONG	"CHENAN"	On 14th	Jan.,	Noon
AMOY, SWATOW, SINGAPORE & BANGKOK	"KWANGTUNG"	On 14th	Jan.,	3 p.m.
SWATOW, SHANGHAI & DALNY	"KANCHOW"	On 15th	Jan.,	8 a.m.
SWATOW & BANGKOK	"KINGYUAN"	On 15th	Jan.,	10 a.m.
SHANGHAI	"TEAN"	On 16th	Jan.,	4 p.m.
AMOY, SHANGHAI & TSINGTAO	"SHANTUNG"	On 16th	Jan.,	4 p.m.
AMOY, SWATOW & SINGAPORE	"ANHUI"	On 22nd	Jan.,	6 a.m.
SWATOW & BANGKOK	"KAYING"	On 22nd	Jan.,	6 a.m.

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HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	DUE HONG KONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
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CHANGTE	7th February	14th February
TAIPING	9th March	16th March
CHANGTE	6th April	13th April

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AND
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S.S. "CITY OF KIMBERLEY"	Via Suez Canal	20th February
S.S. "LYCAON"	Via Suez Canal	9th March
S.S. "CITY OF DURHAM"	Via Suez Canal	23rd March
S.S. "RHESUS"	Via Suez Canal	6th April
S.S. "CITY OF DUNKIRK"	Via Suez Canal	20th April

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PRINCE LINE
IMPROVED SERVICE
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TO
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AND
NEW YORK

M.V. "JAPANESE PRINCE" ... ... 26th January, "

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Shipping News
Arrivals and Departures, etc.

ARRIVALS.
January 2nd.

Benarty, British str., 3,684 tons, Capt. H. W. Bee, from London and Singapore. The latter port she left on December 28th, with a general cargo, lying at Kowloon Wharf.—Gibb, Livingston & Co.

Borneo, British str., 1,297 tons, Capt. J. H. van den Berg, from Haiphong, with a general cargo, lying at buoy No. C43.—Shun Tai S.S. Co.

Malay Maru, Japanese str., 3,250 tons, Capt. T. Kamamoto, from Miike, which port she left on December 26th, with 1,153 tons of general cargo, lying at Yaumati.—Y.K.K.

Tatsu Maru, Japanese str., 684 tons, Capt. S. Suyama, from Keelung, with a cargo of coal, lying at buoy No. B50.—Y. Sato Co.

Tottori Maru, Japanese str., 3,708 tons, Capt. N. Egawa, from Calcutta and Singapore. The latter port she left on December 27th, with a general cargo, lying at, buoy No. A8.—N.Y.K.

Yunnan, British str., 1,205 tons, Capt. J. W. Lamont, from Hongay, with 2,300 tons of coal, lying at buoy No. B56.—B. & S.

Fu Sang, British str., 1,122 tons, Capt. R. C. Thompson, from Canton, lying at buoy No. B35.—Jardine, Matheson & Co.

January 3rd.

Andre Lebon, French str., 7,375 tons, Capt. Flahec, from Shanghai, which port she left on December 31st, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes.

Angers, French str., 5,387 tons, Capt. Vieq, from Marseilles, which port she left on December 2nd, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes.

City of Tokio, British str., 4,426 tons, Capt. E. Mason, from Shanghai, which port she left on December 31st, with a general cargo, lying at buoy No. A5.—Bank Line.

Empress of Asia, British str., 8,789 tons, Capt. H. J. Hailey, from Manila, which port she left on January 1st, with a general cargo, lying at Kowloon Dock.—C.P.R.

Hai Hong, British str., 1,270 tons, Capt. E. Walker, from Swatow, with a general cargo, lying at Douglas Wharf.—Douglas, Lapraik & Co.

Japanese Prince, British motor ship, 3,655 tons, Capt. G. Naylor, from New York *viâ* Shanghai. The latter port she left on December 31st, with 75 tons of general cargo, lying at buoy No. A1.—Furness (Far East).

Namida Maru, Japanese str., 1,183 tons, Capt. C. Sasahara, from Keelung, which port she left on December 31st, with 2,450 tons of coal, lying at buoy No. C53.—M.B.K.

CLEARANCES.
January 3rd.

Andre Lebon, for Saigon.
Angers, for Shanghai.
Benarty, for Nagasaki.
Chung Kong, for Tourane.
City of Tokio, for Cebu.
Empress of Russia, for Shanghai.
Hakuho Maru, for Saigon.
Javanese Prince, for Manila.
Kathe, for Manila.
Kwong Sang, for Swatow.
Prosper, for Saigon.
Ryuho Maru, for Dairen.
Santhia, for Amoy.
(Continued on next Column.)

Sun Sai Kai, for Kwong Chow Wan.
Taisei Maru, for Wakamatsu.
Tak Hing, for Macao.
Tjiliwung, for Amoy.
Tuticorin, for Canton.
Yejun Maru, for Tsingtao.

PASSENGERS.
Arrivals.

Per s.s. *Empress of Asia*, from Manila, on January 3rd:—For Hong Kong: Rev. J. F. Brophy, Mr. C. B. Brooke, Mr. E. F. Buckley, Mr. W. W. Buckley, Mr. Chiu Tai Cso, Mrs. G. B. de Sebrai, Miss B. de Sebrai, Col. F. Eaves, Mr. L. Oldamal, Mr. P. M. Hodgson, Mr. Lim Conco, Major J. H. D. Sheppard, Mr. H. C. Shrubsole, Mr. C. S. Tan Tua Liang, Mr. Yeng Shiu Po, Mr. A. G. Boobide, Mrs. Chan Ya Kon, Mr. Chan He, Mr. R. J. B. Clark, Mr. H. G. Swinburne, Mr. Ho Boku Hei, Miss E. Liang, Rev. R. E. Sheridan, Mr. Ty Sue, Mr. Ty Sick, Master Ty Hun Pit, Mrs. Tan Le, Miss Tan Tay. Among passengers passing through Hong Kong were: Mr. C. T. Beath, Dr. H. R. Friedlander, Mr. and Mrs. J. W. White, Mr. Cheong Ack, Miss F. U. Chikanakoff, Mrs. M. Greenwell, Mrs. U. K. Gevsch, Mrs. M. G. Ouellet, Mrs. M. S. Paddock, Mrs. J. I. Read, Miss R. Smith, Miss M. Smith, Miss Smith, Mr. Yap Soon Pin, for Shanghai; Mr. T. Yamamoto, Mrs. Yamamoto, Mr. N. Yamamoto, Miss T. Yamamoto, for Kobe; Dr. R. H. Fletcher, Mrs. J. D. Pugh, Sister M. Imasonlate, Mrs. E. Ongaisco and two children, for Vancouver.

Per s.s. *Andre Lebon*, from Japan and Shanghai, on January 3rd:—Miss Alexander, Miss Inez Lung, Mr. A. Lockyer, Mr. Lo Wen Cwang, Miss Desroches, Mr. Hopkins, Mr. G. Boffa, Mr. W. H. Choy, Mr. L. F. Lloyd, Messrs. Chung King, Chung Chong, Lin Pock, Lan Hai, Lan Kwong, Pan Mon, Dong Mok, Moh Hong, Mak Shin, Ko Shing, Pou Lai, Mon Tong, Shen Youn, Mok Shuk, Li Mou, Pong Yun, Wong, P. S. Liang, Sendzimir, Leu She Gee, Tsen, Capt. Fogg, Mr. and Mrs. Lome and infant, Mr. Tlyter, Mr. Wong Fong, Misses Davies, Lowe, Lye, Cheng Wong Shee, Mrs. Hee Suey Dep and infant, Mr. A. Bell, Mr. Compton, Mr. Yam Kok Ken, Mr. Chen Men Ken, Mr. S. K. Chin, Mr. S. N. Yung, Rev. Pere Graber, Mr. Lim Huain Hon, Mr. Cheung, Mr. Joseph King, Mr. K. Vogel, Mr. M. T. Hu, Mr. Lang Fee, Mr. Chiy Chan, Sir Walter Borttelot, Mr. and Mrs. Obakewitch, Mr. A. Gray, Mr. Rondonfils, Mr. and Mrs. Laffargue, Mr. Takashima, Mr. Meafee, Mr. and Mrs. Wise, Mr. Hobson, Mr. Goddard, Mr. Morphen, Mr. and Mrs. Raskin, Mr. Arnaud, Mr. Charrondas, Mrs. Sainy-Titayna, Mr. and Mrs. Iba and three infants, Mr. and Mrs. Rimbaud, Dr. Wong Chung Hui, Mr. Weerum, Mr. Ambrosini, Mr. and Mrs. Lescuyer and three infants, Miss Davidge, Mr. Bourgault, Mr. and Mrs. Feunteun, Mr. Finocchi, Mr. and Mrs. Hao Chu Lee, Mr. Lacaplain, Mrs. Buono, Mrs. Haoussine, Mr. Nard, Mrs. Fou Nou Eu, Mr. James Hung.

Per s.s. *Hakusan Maru*, from Shanghai, on December 30th:—Mr. W. Hornell, Mrs. Y. Lyle, Miss M. Pereirõe, Miss C. Chaytor, Mr. C. Chaytor, Mrs. D. Elingham, Mr. H. Ellis, Mr. W. Izard, Mrs. B. Jowatt, Mrs. M. Keane, Mr. W. Keane, Mr. K. Lines, Mr. S. Macdeff, Mr. E. Moger, Mrs. B. Morger, Masters J. and R. Morger, Mr. R. Odhom, Mr. and Mrs. M. Reason, Master H. Reason, Mr. Z. West, Mrs. Z. West, Mrs. W. Kneeland, Miss M. Kneeland, Miss U. Patterson, Mr. A. Phillip, Mr. M. Salleh, Mr. J. Wood, Mr. and Mrs. G. Wayne.

Departures.

Per s.s. *Angers*, for Shanghai, on January 3rd:—Mr. and Mrs. Goldenberg, Mr. C. E. Bryan.

Per s.s. *Andre Lebon*, on January 3rd:—Mr. F. Usher, Miss D. Stedbins, Miss K. Wharton, Mr. R. H. Beavan, Mr. J. P. Lobo, Mrs. L. S. Osborne, Mr. E. F. Buckley, Mr. W. W. Buckley, Dr. and Mrs. Pfister, Mr. and Mrs. F. C. Peterson, Mr. and Mrs. R. Blau, Mr. P. G. Johnson, Mrs. and Mrs. le Cardinner, Mr. L. A. Gain, Major and Mrs. E. Y. Benjamin, Mr. F. Souza, Mr. A. G. Beobide, Mr. J. Jegou, Mr. J. Seureau.

Per s.s. *President McKinley*, for San Francisco, on January 2nd:—Capt. A. J. Harris, Lt. A. Trite, Mr. and Mrs. A. E. Tyrrell, Miss Olive Young, Lt. E. M. Comdr. Zacharius, Mrs. J. L. Pendleton, Miss A. Pendleton, Mrs. W. C. Rogers, Mr. S. M. Finn, Mrs. John Boardman, Mr. S. Castaneda, Miss J. D. Cole, Capt. N. E. Cook, Miss N. Fogarty, Mrs. M. Irwin, Miss M. Parlett, Miss C. Read, Mrs. Leong Shee, Master Fong Ming Haw, Miss Fong Chuey Lan, Master Fong Ming Chuen, Dean J. F. Fisher, Miss L. Fisher, Mr. J. B. Muller, Mr. and Mrs. W. K. Camebon, Mr. K. T. Chung, Mr. C. Urwick, Mr. J. B. Condliffe, Mr. Lee Yuk Lan, Mrs. Hsieh Cho Ming, Mr. Lum Chee Koy, Mr. Pang She Fun, Mr. Wong Chook Tong, Mr. Moy Wah Tsuk, Mrs. Mah Yock Bing Kee, Mr. Yick Foon, Mrs. Soo Hoo Shee, Mr. Haw Ah Chun, Mr. Santiago Djaz, Mr. Manuel Chan, Mr. Fong Yun, Master Fong Ming Kuen, Master Fong Ming Ho, Mrs. Ngon Ah Hung, Mrs. Lui Ngan Fa, Mrs. W. C. Sharon, Mr. Sid Fourie.

Per s.s. *Hakusan Maru*, for London, *viâ* ports, on December 31st:—Mr. and Mrs. Wm. L. Keane, Mr. W. Izard, Rev. H. C. Moyle, Mr. and Mrs. J. J. van West, Capt. C. R. Jones, Lt. A. C. Garrido, Mr. S. B. M. Bremner, Miss C. B. Chaytor, Mr. H. L. Eaton, Mr. C. W. T. Chaytor, Mr. R. C. Oldhams, Mr. and Mrs. S. Reason, Misses Dora, Lucy, Daisy, Betty and Mody, Mr. Scheur, Mr. K. Lines, Mr. and Mrs. J. F. Monger and two children, Miss D. Ellingham, Miss B. Jowatt, Mr. Marsh, Mr. and Mrs. H. Fairburn, Mr. H. Ellis, Mr. J. T. Ward, Minister and Madam P. R. Vieuna, Mr. C. Woods, Mr. Railton, Mr. Phillipe, Mrs. W. Kneeland, Miss Kneeland, Mr. and Mrs. J. Muirhead, Miss C. Muirhead, Master G. Muirhead, Master J. Muirhead, Master H. Muirhead, Master R. Muirhead, Miss Una Patterson, Miss Lyle, Mr. and Mrs. C. G. C. Wayne.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Mongolia*, from Hong Kong, arrived at London on December 30th, at 8 a.m.

The P. & O. s.s. *Malwa* left Singapore for Hong Kong on December 31st at 9 a.m., with the outward English mails, and is due here to-morrow (Thursday), at about 6 a.m.

The E. & A. s.s. *Arafura* left Manila for Hong Kong on Sunday afternoon, with the outward Australian mails, and is due here to-day (Wednesday) at daylight. She will leave for Moji, Kobe, Osaka and Yokohama at 5 p.m. to-day.

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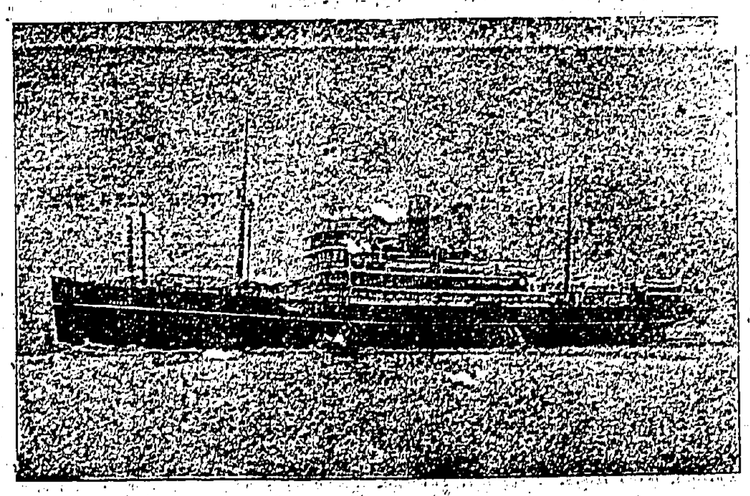

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STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"YUSANG"	Thurs., 5th Jan., at 7 a.m.
	"CHAKSANG"	Sun., 8th Jan., at 7 a.m.
	"KWAISANG"	Wed., 11th Jan., at 7 a.m.
	"HOPSANG"	Sun., 15th Jan., at 7 a.m.
TIENTSIN	"CHEONGSHING"	Tues., 10th Jan., at 5 p.m.
OSAKA via AMOY, SHANGHAI, MOJI & KOBE	"NAMSANG"	Tues., 10th Jan., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"KUTSANG"	Wed., 16th Jan., at 7 a.m.
	"LAISANG"	Wed., 25th Jan., at 7 a.m.
CANTON	"CHEONGSHING"	Satur., 7th Jan., at 5 a.m.
STRAITS & CALCUTTA	"YUENSANG"	Thurs., 5th Jan., at 3 p.m.
	"HOSANG"	Wed., 11th Jan., at 3 p.m.
SANDAKAN	"MAUSANG"	Fri., 6th Jan., at 3 p.m.
	"HINSANG"	Wed., 25th Jan., at 3 p.m.

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Steamship	"GLENIFFER"	(via Oran)	25th January, "
Motor Vessel	"GLENAMOY"	(via Oran)	2nd March, "
Steamship	"GLENSANDA"	(via Oran)	7th March, "

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel	"GLENAMOY"	21st January, 1928
Steamship	"GLENSANDA"	27th January, "
Motor Vessel	"GLENAPP"	3rd February, "
Motor Vessel	"GLENLUCE"	24th February, "
Steamship	"CARMARTHENSHIRE"	5th March, "

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Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers.	Arrival at Hong Kong and Sailings for Shanghai and Taku (Tientsin)	Arrival from Shanghai and Sailings for Genoa, Amsterdam, Rotterdam & Hamburg.
s.s. "DERFFLINGER"	—	13th Jan., 1928.
s.s. "SAARBRUECKEN"	17th Jan., 1928.	11th Feb., "
s.s. "COBLENZ"	14th Feb., "	10th Mar., "

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AND RETURN
(Occupying 8 to 9 Days)

HAIHONG	... ...	Thursday, the 5th January, at 1 p.m.
HAINING	... ...	Tuesday, the 10th January, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or *vice versa* and Return by the same Steamer at the Reduced Rate of $80.00 including Meals while the Steamer is in Port
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via Shanghai, Chinwangtao (for Peking), Beppo, Kobe, Yokohama, Honolulu, Hilo, San Francisco, Balboa, Panama, through the Panama Canal to Cristobal, Colon, Havana.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU (Calls Los Angeles)... Tuesday, 10th Jan.
TENYO MARU ... ... Sunday, 29th Jan.

LONDON via Singapore, Suez, Marseilles & Ports.
KITANO MARU ... ... Saturday, 14th Jan.
HARUNA MARU ... ... Saturday, 28th Jan.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... ... Wednesday, 18th Jan.

BOMBAY via Singapore, Penang & Colombo
AWA MARU ... ... Wednesday, 11th Jan.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
GINYO MARU ... ... Monday, 6th Feb.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAMAKURA MARU... ... Friday, 20th Jan.

NEW YORK and/or BOSTON via PANAMA.
TATSUNO MARU ... ... Tuesday, 7th Feb.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
† DURBAN MARU ... ... Tuesday, 10th Jan.

CALCUTTA via Singapore, Penang & Rangoon.
† HAKODATE MARU ... ... Friday, 6th Jan.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... ... Friday, 20th Jan.

SHANGHAI, KOBE & YOKOHAMA.
† TOTTORI MARU (Moji direct) ... Thursday, 5th Jan.
† MORIOKA MARU ... ... Monday, 9th Jan.
KATORI MARU ... ... Monday, 9th Jan.
† TAJIMA MARU ... ... Friday, 13th Jan.
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On or about 9th January.

Further Sailings	Expected here on or about	Will leave homeward-bound on or about
S.S. "Kina" ...	—	20th January
M.S. "Java"	23rd January	29th February
M.S. "Australien" ...	15th February	25th March
M.S. "Asia" ...	21st February	1st April
M.S. "Afrika"	21st March	30th April
S.S. "Malaya" ...	15th April	27th May
M.S. "Danmark" ...	25th May	30th June

Subject to change without notice.

For further particulars, please apply to:—

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Agents.

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL & THROUGH CARGOES DOWN.

FEWER ARRIVALS.

There were only nine vessels arriving into the Harbour during the 24 hours ended at 9 a.m. yesterday. Freights brought for the Colony and other ports were below the average.

There were only 6,677 tons of general cargo discharged here, of which, 3,075 tons were from British bottoms.

The two best returns were 2,150 tons by the s.s. *Borneo* from Haiphong and 1,949 tons carried by the *Tattori Maru*, from Calcutta and Singapore.

Through freights amounted to 9,547 tons, with only 2,900 tons carried by two British ships.

The *Tattori Maru* carried 5,847 tons from Calcutta and Singapore, and the other four-figure returns was 1,758 tons by the *Benarty* from London and Singapore.

The arrivals and departures during the period under review were the following:—

	Arr.	Dep.
British	5	8
Portuguese	1	0
Japanese	3	0
Chinese	0	2
American	0	1
Norwegian	0	2
German	0	1
	9	14

VESSELS EXPECTED.

American Mail Line.
President Jefferson, to-day.
President Grant, Jan. 8th.

Australian-Oriental Line.
Taiping, Jan. 7th.
Changte, Feb. 7th.

Bank Line.
City of Calcutta, Jan 14th.
City of Madras, Jan. 24th.
City of Benares, Feb. 12th.
City of Adelaide, Feb. 18th.
City of Dunkirk, Mar. 17th.
City of Carlisle, April 14th.

Blue Funnel Line.
Myrmidon, Jan 7th.
Rhexenor, Jan. 9th.
Hector, Jan. 11th.
Mentor, Jan. 16th.
Protesilaus, Jan. 17th.
Troilus, Jan. 21st.
Neleus, Jan. 23th.
Ningchow, Feb. 2nd.
Philoctetes, Feb. 5th.
Talthybius, Feb. 7th.
Aeneas, Feb. 13th.
Autolycus, Feb. 19th.
Achilles, Feb. 27th.
Medon, Feb. 28th.
Polyphemus, Feb. 28th.
Bellerophon, Mar. 2nd.
Calchas, Mar. 4th.
Sarpedon, Mar. 8th.
Rhesus, Mar. 16th.
Teiresias, Mar. 18th.
Tyndareus, Mar. 18th.
Eurylochus, Mar. 27th.

British-India and Apcar Line.
Garmula, to-morrow.
Takliwa, Jan. 13th.
Santhia, Jan. 27th.

Canadian Pacific Line.
Empress of Canada, Jan. 19th.

Dodwell & Co.
Viminale, to-morrow.
Bowes Castle, Jan. 22nd.

East Asiatic Co., Copenhagen.
Java, Jan. 23rd.
Australien, Feb. 15th.
Asia, Feb. 21st.
Afrika, Mar. 21st.

Eastern and Australian Lines.
Arafura, to-day.
Tanda, Feb. 6th.
St. Albans, Mar. 5th.

Glen Line.
Glenamoy, Jan. 20th.
Glensanda, Jan. 26th.
Glenapp, Feb. 2nd.
Glenluce, Feb. 23rd.
Carmarthenshire, Mar. 4th.

Hamburg-Amerika Linie and Hugo Stinnes Linien.
Albert Vogler, to-morrow.
Oldenburg, Jan. 18th.
Havelland, Jan. 28th.
Saarland, Feb. 5th.
Emil Kirdorf, Feb. 25th.

Holland East Asia Line.
Oostkerk, Jan. 10th.

Java-China-Japan Lijn.
Tjisaroen, to-morrow.
Tjimanoek, Jan. 9th.
Tjipanas, Jan. 10th.
Tjisalak, Jan. 18th.
Tjitaroem, Jan. 16th.
Tjisondari, Jan. 19th.

Messageries Maritimes.
D'Artagnan, Jan. 18th.
Yangtse, Jan. 23rd.
General Metzinger, Feb. 1st.
Sphinx, Feb. 15th.

Norddeutscher Lloyd, Bremen.
Anhalt, Jan. 12th.
Saarbruecken, Jan. 17th.
Coblenz, Feb. 14th.

Nippon Yusen Kaisha.
Hakodate Maru, Jan. 7th.
Morioka Maru, Jan. 7th.
Katori Maru, Jan. 8th.
Taiyo Maru, Jan. 8th.
Durban Maru, Jan. 9th.
Aden Maru, Jan. 12th.
Kawachi Maru, Jan. 12th.
Ginyo Maru, Jan. 13th.
Kitano Maru, Jan. 13th.
Tajima Maru, Jan. 14th.
Aki Maru, Jan. 17th.
Kamakura Maru, Jan. 19th.
Haruna Maru, Jan. 27th.
Tenyo Maru, Jan. 27th.
Tatsuno Maru, Feb. 1st.
Delagoa Maru, Feb. 6th.
Tatsuno Maru, Feb. 6th.
Mishimi Maru, Feb. 12th.
Calcutta Maru, Feb. 19th.
Mishima Maru, Feb. 21st.
Calcutta Maru, Feb. 25th.

Peninsular and Oriental.
Malwa, to-morrow.
Morea, Jan. 6th.
Nellore, Jan. 12th.
Khyber, Jan. 20th.
Khiva, Feb. 3rd.
Macedonia, Feb. 3rd.
Nagpore, Feb. 16th.
Kalyan, Feb. 17th.
Kashmir, Feb. 17th.
Mantua, Mar. 1st.
Lahore, Mar. 11th.
Mongolia, Mar. 16th.
Morea, Mar. 29th.

Prince Line.
Japanese Prince, Jan. 26th.

Royal Packet Nav. Co. (K.P.M.).
Van Heutsz, to-day.

Swedish East Asiatic Co., Ltd.
Canton, to-morrow.
Delhi, Jan. 13th.
Ceylon, Feb. 5th.

DAILY WATERFRONT NEWS.

FRESH MONSOON WEATHER.

[BY LONGSHOREMAN.]

The *Hai Hong* arriving here yesterday from Swatow reports having encountered "fresh N.E. Monsoon and rainy overcast weather."

A Derelict Junk.

The master of the *Javanese Prince* reports that a derelict junk, with mast and stern showing above the water, and dangerous to navigation, was passed in 22.54 N. and Long. 117.04 E.

Searchlight Practices.

Searchlight practices will be carried out at both entrances to the Harbour on the following dates:—
5.15—9.00 on Thursday, 12th, Tuesday, 17th, Thursday, 19th, and Thursday, 26th of January.

5.15—10.30 on Thursday, 2nd, Tuesday, 7th, Thursday, 9th, Monday, 13th, of February. 5.15—9.00 on Tuesday, 14th, Thursday, 16th, of February. 5.15—10.30 on Thursday, 23rd, Monday, 27th and Tuesday, 28th, February.

All night on Thursday and Friday, March 1st and 2nd.

Court Of Enquiry To-day.

A Marine Court of Enquiry will assemble at the Harbour Office at 10:30 a.m. to-day to enquire into the collision between the *Kwong Fook Cheong* and the *On Lee* in the West River last week.

The members of the Court will be:—Comdr. G. F. Hole (President); Lieut.-Comdr. Elbrow, of H.M.S. *Titania*; Captain H. W. Walker, of the s.s. *Kwong Tung*; Captain A. Campbell, of the s.s. *Sai On*; and Captain J. Milne, of the s.s. *Kwangchow*.

One Death.

The master of the s.s. *President Harrison*, from San Francisco and Shanghai reports that during the voyage one Chinese steerage passenger died.

A Disappearance.

The s.s. *Kwong Sai*, arriving from Canton on Monday night, reports the disappearance of a Chinese passenger *en route*. The man left behind a letter stating that he intended to commit suicide, but no one saw him do so.

Undocked.

The s.s. *Kongming* (Captain McCarthy) was undocked yesterday morning and berthed at the Hoi On Wharf. The ship will resume service on the Wuchow run to-day.

In Dock.

The *Mausang* was docked at Kowloon on Monday for bottom cleaning, but will sail as scheduled to-day for Sandakan.

Increased Passage Rates.

From yesterday the increase of 30 per cent. in the passage rates for steerage on the Hong Kong-Wuchow steamers owned by Chinese shipping companies became effective. Rates for other classes remain normal for the time being.

Chinese Deck Passengers.

The total number of Asiatic deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday was 137.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
"CITY OF CALCUTTA" ... Marseilles, London, Rotterdam & Hamburg ... 20th "
"CITY OF PEKIN" ... ... Havre, London, Rotterdam & Hamburg ... 14th February
"CITY OF BENARES" ... London, Rotterdam & Hamburg ... ... 20th "

AUSTRALIA ... ... SINGAPORE/AUSTRALIA ... ... AUSTRAL-EAST INDIES LINE
"CITY OF SPARTA" ... ... Leaves Singapore ... ... 10th January
"CITY OF PALERMO" ... Leaves Singapore ... ... 7th February
For FREEMANTLE, ADELAIDE, MELBOURNE & SYDNEY.

Through FREIGHT and PASSENGER bookings from HONG KONG in conjunction with "ELLERMAN" LINE or other services.

BOSTON, NEW YORK & BALTIMORE ..... AMERICAN AND MANCHURIAN LINE
"CITY OF BEDFORD" ... ... via Suez Canal ... ... 22nd January
"CITY OF KIMBERLEY" ... ... via Suez Canal ... ... 20th February
"CITY OF DURHAM" ... ... via Suez Canal ... ... 23rd March
"CITY OF DUNKIRK" ... — via Suez Canal ... ... 20th April

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK ..... AMERICAN & ORIENTAL LINE
"MYRTLEBANK" ... ... 5th February

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
"TINHOW" ... ... 20th April
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply:—
Telephone: Central 4791.
22]

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"MOREA"	10,953	7th Jan.	Marseilles and London.
"KALYAN"	9,144	9th Jan.	Straits and Bombay.
"DEVANHA"	8,155	21st Jan.	Marseilles, L'don., Antwerp & Hull.
"DELTA"	8,097	27th Jan.	Straits & Bombay.
"MALWA"	10,986	4th Feb.	Marseilles and London.
"KHYBER"	9,114	18th Feb.	Marseilles, L'don., Antwerp & Hull.
"NELLORE"	6,853	25th Feb.	Marseilles and London.
"MACEDONIA"	11,120	3rd Mar.	do.
‡"KHIVA"	9,135	10th Mar.	Marseilles, London and Antwerp
"KASHMIR"	8,985	17th Mar.	Marseilles, L'don., Antwerp & Hull.
"KARMALA"	9,123	24th Mar.	Marseilles and London.
"MANTUA"	10,946	31st Mar.	do.
‡"KALYAN"	9,144	7th April	Marseilles, London and Antwerp.
"MONGOLIA"	16,504	14th April	Marseilles and London.
"MOREA"	10,953	28th April	do.
"KASHGAR"	9,005	12th May	Marseilles, London and Antwerp.
"MALWA"	10,986	26th May	Marseilles and London.
"DEVANHA"	8,155	9th June	do.
"MACEDONIA"	11,120	23rd June	do.

‡ Passengers to Singapore only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"GARMULA"	5,254	6th Jan.	Singapore, Penang & Calcutta
"TAKLIWA"	7,936	14th Jan.	do.
"SANTHIA"	7,754	29th Jan.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	27th Jan., 1928	Manila, Sandakan, Thursday Island, Townsville, Brisbane Sydney and Melbourne.
"TANDA"	6,956	2nd Mar., "	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ARAFURA"	6,000	4th Jan., 5 p.m.	Moji, Kobe, Osaka & Yokohama
"SANTHIA"	7,754	4th Jan., 6.30 a.m.	Amoy, S'hai., Moji, Kobe & Osaka.
"MALWA"	10,986	6th Jan., 6 a.m.	o'hai., Moji, Kobe and Yokohama.
"NELLORE"	6,853	13th Jan.	do.
"KHYBER"	9,114	21st Jan.	S'hai., Moji, Kobe & Yokohama.
"KHIVA"	9,135	3rd Feb.,	Shanghai, Moji & Kobe.
"MACEDONIA"	11,120	4th Feb.	S'hai., Moji, Kobe & Yokohama.
"TANDA"	6,956	7th Feb.	Moji, Kobe, Osaka & Yokohama.
*"NAGPORE"	5,283	17th Feb.	S'hai., Moji, Kobe & Yokohama.
"KASHMIR"	8,985	18th Feb.	do.
"KALYAN"	9,144	18th Feb.	Shanghai, Moji & Kobe.
"MANTUA"	10,946	2nd Mar.	S'hai., Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	6th Mar.	Moji, Kobe, Osaka & Yokohama.
*"LAHORE"	5,252	12th Mar.	S'hai., Moji, Kobe & Yokohama.
"MONGOLIA"	16,504	17th Mar.	do.
"MOREA"	10,953	30th Mar.	do.
"KASHGAR"	9,005	13th April	do.
"MALWA"	10,986	27th April	do.
"DEVANHA"	8,155	11th May	do.
"MACEDONIA"	11,120	25th May	do.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON MACKENZIE & CO

P. & O. Building, Connaught Road Central. HONGKONG [1

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
BARCELONA, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

m.v. "CANTON"	Loading about 15th February, 1928
m.v. "DELHI"	22nd February, "
m.v. "CEYLON"	15th March, "

FOR SHANGHAI, JAPAN AND VLADIVOCTOCK.

m.v. "CANTON"	Loading about 5th January, 1928
m.v. "DELHI"	13th January, "
m.v. "CEYLON"	5th February, "

For further particulars, apply to the Agents—

GILMAN & CO., LTD., Hong Kong. G. E. HUYGEN, Canton. [2

POST OFFICE NOTICE.

Holders of Wireless Receiving Station Licences are reminde that their Licences for the year 1928 are due for renewal before the 15th instant. Fee. $5.00 per annum.

INWARD MAILS.

From	Per	Due
Swatow	*Van Heutsz* ...	4th Jan.
Australia & Manila ...	*Arafuru*	4th Jan.
U.S.A., Honolulu, Japan & Shanghai / Europe via Siberia	*Pres. Jefferson* ...	4th Jan.
Japan...	*Garmula*	5th Jan.
Europe via Suez (letters & papers, London, 8th Dec., & parcels, 1st Dec., 1927)	*Malwa* ...	5th Jan.
Japan and Shanghai	*Morea* ...	6th Jan.
Shanghai & Swatow	*Nienhsun* ...	6th Jan.
Shanghai & Amoy	*Yingchowo* ...	6th Jan.
U.S.A., Honolulu, Japan & Shanghai	*Taiyo Maru* ...	8th Jan.
Straits	*Namsang* ...	8th Jan.
U.S.A., Canada, Japan & Shanghai ...	*Pres. Grant* ...	8th Jan.
Canada, U.S.A., Japan & Shanghai ...	*Emp. of Canada* ...	9th Jan.

OUTWARD MAILS.

For	Per	Date
		Wednesday, 4th
Swatow, Amoy & Formosa	*Menado Maru* ...	8.30 A M
Shanghai, Japan, Canada, U.S.A., C. & S. America and *Europe via Vancouver, B.C.—due Vancouver, B.C., 22nd Jan., 1928, & Europe via Siberia	*Emp. of Russia* ...	Reg. 9.15 A M Letters 10.30 A M
Java via Soerabaya	*Tjikini* ...	2.30 P M
Japan	*Arafuru* ...	3.30 P M
Amoy	*Sinkiang* ...	3.30 P M
Manila	*Pres. Jefferson* ...	4.30 P M
		Thursday, 5th,
Straits	*Van Heutsz* ...	10.30 A M
Swatow, Amoy and Foochow	*Van Heutsz* ...	Noon
Straits and Calcutta	*Yuensang* ...	Parcels Noon Letters 1.00 P M
*Straits & South Africa	*Mexico Maru* ...	12.30 P M
Swatow	*Hydrangea* ...	2.30 P M
Shanghai, Japan and EUROPE via Siberia	*Malwa* ...	5.00 P M
		Friday, 6th.
Sandakan	*Mausang* ...	1.30 P M
Shanghai	*Szechuen* ...	5.00 P M
		Kowloon P.O.
		Parcels 4.30 P M
		Reg., 7th, 9.00 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 3rd Feb., 1928	*Morea*	Letters 10.00 A M *G.P.O.* Pars., 6th, 5.00 P M Reg., 7th, 9.45 A M Letters 10.30 A M
Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 31st Jan.	*Tyndareus* ...	Par. 6th, 5.00 P M Reg 7th, 9.15 A M Lettres 10.00 A M
		Saturday, 7th,
Hoihow, Pakhoi and Haiphong	*Limin*	10.00 A M
Shanghai & EUROPE via Siberia ...	*Cheong Shing* ...	5.00 P M
Amoy	*Antung* ...	5.00 P M
		Sunday, 8th,
Bangkok via Swatow	*Kwangchow* ...	8.30 A M
Swatow, Amoy and Foochow	*Kaijo Maru* ...	9.00 A M
		Tuesday, 10th,
Swatow, Amoy and Foochow	*Hai Ning* ...	1.0 P M
		Kowloon P.O.
		Reg. 1.00 P M
Straits, Egypt & Europe via Marseilles—due Marseilles, 9th Feb	*Orestes*	Letters 1.00 P M *G.P.O.* Reg. 1.45 P M Letters 2.30 P M
Swatow	*Kwai Sang* ...	5.00 P M
		Friday, 20th,
Manila	*Emp. of Canada* ...	3.30 P M

*Correspondance bearing vessel's name only.

LONDON SERVICE.

*"ORESTES"	10th Jan.	Mars., L'don., R'dam. & H'burg.
"ANTENOR"	25th Jan.	Mars., L'don., R'dam. & Glasgow.
*"PERSEUS"	7th Feb.	Mars., L'don., R'dam. & H'burg.
"HECTOR"	22nd Feb.	Mars., L'don., R'dam. & Glasgow.

*Via Casablanca.

LIVERPOOL SERVICE.

"CYCLOPS"	20th Jan.	Genoa, Havre, Liverpool & Glasgow.
"MENTOR"	20th Feb.	Genoa, Havre, Liverpool & Glasgow.
"ACHILLES"	5th Mar.	Havre, Liverpool & Glasgow.
"POLYPHEMIUS"	1st Apr.	Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)

"TYNDAREUS"	7th Jan.	Victoria, Vancouver & Seattle.
"PROTESILAUS"	28th Jan.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"LYCAON"	9th Mar.	New York, Boston & Baltimore.
"BHESUS"	6th Apr.	New York, Boston & Baltimore.

PASSENGER SERVICE.

"ANTENOR"	25th Jan.	Singapore, Marseilles & London.
"HECTOR"	22nd Feb.	Singapore, Marseilles & London.
"AENEAS"	20th Mar.	Singapore, Marseilles & London.
"SARPEDON"	18th Apr.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up .. $20,000,000
Reserve Funds:—
Sterling... ... ... £6,000,000
Silver, ... $13,500,000

Reserve Liability of Proprietors... ... ... $20,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
Hon. Mr. D. G. M. BERNARD, Chairman.
A. H. COMPTON, Esq., Deputy Chairman.
W. H. Bell, Esq. G. G. S. Mackie, Esq.
N. S. Brown, Esq. W. L. Pattenden, Esq.
A. Macgowan, Esq. T. G. Weall, Esq.
H. P. White, Esq.
Chief Manager:
Hon. Mr. A. C. HYNES.

BRANCHES:—

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala	Shanghai
Chefoo	Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	Sungei
Foochow	Malacca	Patani
Haiphong	Manila	Tientsin
Hamburg	Moukden	Tokyo
Hankow	Nagasaki	Tsingtao
Harbin	New York	Yokohama

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 13th Sept 1927. [26

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [2

EQUITABLE EASTERN BANKING CORPORATION.
AN AMERICAN BANK.

CAPITAL AND SURPLUS
U.S. $3,000,000.00

HEAD OFFICE:
37, WALL STREET, NEW YORK.

BRANCHES:
SHANGHAI.

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
LONDON AND PARIS AGENTS: EQUITABLE TRUST Co., OF N.Y.
38] D. M. BIGGAR, Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000- (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000- (£6,666,670.)
Reserve Fund.....Guilders 40,000,000- (£3,333,333.)

Head Office:—AMSTERDAM.*
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jiddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Siboiga (Sumatra), Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Wonokromo*.
*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.
O. STEENSTRA, Manager.
Hong Kong, 30th July, 1927. [34

THE BANK OF CHINA.
中華銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL...$60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,398.62
Head Office:—PEKING
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
SHOU J. CHEN
Manager.
Hong Kong, 7th June 1927 [32

CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,060,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES

ALOR STAR	IPOH.	RANGOON
(Malay States)	MANCHI	SAIGON
AMRITSAR	KLANG	SEMARANG
BANGKOK	KOBE	SEREMBAN
BATAVIA	KUALA	SHANGHAI
BOMBAY	KANGSAR	SINGAPORE
CALCUTTA	KUALA	SOURABAYA
CANTON	LUMPUR	TAIPING
CAWNPORE	KUCHING	(S.M.A.)
CEBU	MADRAS	TAVOY
COLOMBO	MANILA	TIENTSIN
DELHI	MEDAN	TOKYO
HAIPHONG	NEW YORK	TSINGTAO
HAMBURG	PEKING	YOKOHAMA
HANKOW	PENANG	ZAMBOANGA
HONG KONG	PESHAWAR	(Philippine Islands).
ILOILO	PUNAT	

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
J. R. GEORGE, Manager.
Hong Kong, 7th March, 1927. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.
(Incorporated in France).

5, Chater Road, Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up..... Frs. 50,000,000
Special Working Capital Frs. 50,000,000
Reserves ..... Frs. 15,304,965

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Vinh	Pnom Penh
Peking	Shanghai	Tientsin

BAKERS:
France: Société Generale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN, Manager.
Hong Kong, 1st January, 1928.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest...£1,545,667

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis
Bombay	Kota Bharu	(Mauritius)
Calcutta	Kuala	Rangoon
Colombo	Lumpur	Shanghai
Delhi	Kuantan	Simla
Galle	(Pahang)	Singapore
Hong Kong	Madras	Sourabaya
Howrah	New York	

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 19th April, 1927. [29

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up ...Yen 100,000,000
Reserve Fund.....Yen 96,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen (Dalny)	Manila	Singapore
Fengtien (Mukden)	Nagasaki	Shimonoseki
Hamburg	Nagoya	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokyo
Hong Kong	Peking	Tsinanfu
	Rio de Janeiro	Tsingtau
	Vladivostock (Temporarily closed)	

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.
Hong Kong 12th September 1927. [35

BANQUE DE L'INDO-CHINE.
Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.75,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.89,384,519.10

BRANCHES:

Bangkok	Hanoi	Pondicherry
Battambang	Hong Kong	Saigon
Cantho	Mengtsz	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Tientsin
FortBayard	Papeete	Tourane
Haiphong	Peking	Yunnanfou
Hankow	Pnom-Penh	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.

CH. LEM, Manager.
Hong Kong, 26th February, 1927. [32

THE BANK OF CANTON, LTD.
Established 1912.

HEAD OFFICE: HONG KONG.

Hong Kong Currency

AUTHORIZED CAPITAL.....$11,000,000
PAID-UP CAPITAL 8,664,200
RESERVE FUND..... 850,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYD'S BANK, LTD.

Correspondents
In all Principal Cities of the World

Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40

LOOK POON SHAN, Chief Manager.
37

P. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL £3,584,196
RESERVE FUND £180,000

HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

L. E. HOPKINS, Manager.

Prince's Building, Chater Road.
36] Hong Kong.

HONG KONG WEEKLY PRESS.

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The Paper to send Home.

EXCHANGE.

CLOSING QUOTATIONS.

January 3rd, 1928.

ON LONDON.—	
Telegraphic Transfer	2/0⅜
Bank Bills, on demand	2/0 7/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/0⅝
Credits, at 4 months' sight	2/1⅛
Documentary Bills, 4 months' sight	2/1¼
ON PARIS.—	
Bank Bills, on demand	1,260
Credits, 4 months' sight	1,335
ON NEW YORK.—	
Bank Bills, on demand	48⅜
Credits, at 60 days' sight	51⅛
ON BOMBAY.—	
Telegraphic Transfer / Bank Bills, on demand	134⅛
ON CALCUTTA.—	
Telegraphic Transfer / Bank Bills, on demand	134⅛
ON SHANGHAI.—	
Bank Bills, at sight	78⅛
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	105⅛
ON MANILA.—On demand	par.
ON SINGAPORE.—On demand	86⅞
ON BATAVIA.—On demand	122⅛
ON HAIPHONG.—On demand	—
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	91⅛
SOVEREIGN, Bank's Buying rate	$9.50
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	26 7/16

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